

(ESTABLISHED 1881.)

\$30 PER ANNUM.
SINGLE COPY, 10 CENTS.

Intimations.

| FOR | STEAMERS. | TO SAIL ON | REMARKS |
|-----|-----------|------------|---------|
| 1 | 2 | 3 | 4 |
| 5 | 6 | 7 | 8 |
| 9 | 10 | 11 | 12 |
| 13 | 14 | 15 | 16 |
| 17 | 18 | 19 | 20 |
| 21 | 22 | 23 | 24 |
| 25 | 26 | 27 | 28 |
| 29 | 30 | 31 | 32 |
| 33 | 34 | 35 | 36 |
| 37 | 38 | 39 | 40 |
| 41 | 42 | 43 | 44 |
| 45 | 46 | 47 | 48 |
| 49 | 50 | 51 | 52 |
| 53 | 54 | 55 | 56 |
| 57 | 58 | 59 | 60 |
| 61 | 62 | 63 | 64 |
| 65 | 66 | 67 | 68 |
| 69 | 70 | 71 | 72 |
| 73 | 74 | 75 | 76 |
| 77 | 78 | 79 | 80 |
| 81 | 82 | 83 | 84 |
| 85 | 86 | 87 | 88 |
| 89 | 90 | 91 | 92 |
| 93 | 94 | 95 | 96 |
| 97 | 98 | 99 | 100 |

HONGKONG HOTEL

Military Band during dinner on Saturday Night.

Hongkong, 7th February, 1905.

A. F. DAVIES,
Acting Manager.
(28)

**MACAO AND CANTON
HOTELS.**

A LITTLE CHANGE.

The round trip from HONGKONG to MACAO, thence
to CANTON and back to HONGKONG, will be
found interesting and enjoyable.

Wm. FARMER, Proprietor

108-110

A LITTLE CHANGE.

The round trip from HONGKONG to MACAO, thence to CANTON and back to HONGKONG, will be found interesting and enjoyable.

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM," 2,363 tons, Captain H. D. Jones.
 "POWAN," 2,338 " " R. D. Thomas.
 "PATSHAN," 2,260 " " W. A. Valentine.
 "HANKOW," 3,073 " " C. W. Lloyd.
 "KINSHAN," 1,995 " " J. J. Lewis.

Departures from Hongkong to Canton daily at 8.30 A.M. (Sunday excepted), 9 P.M. and 10.30 P.M. (Saturday excepted).
 Departures from Canton to Hongkong daily at 8.30 A.M., 3 P.M. and 6 P.M. (Sunday excepted).
 These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN," 1,998 tons, Captain W. E. Clarke.
 Departures from Hongkong to Macao on week days at 2.00 P.M.
 Departures on Sundays at 12.30 P.M.
 Departures from Macao to Hongkong daily at 8.30 A.M.

CANTON-MACAO LINE.

S.S. "LUNGSHAN," 2,19 tons, Captain T. Hamlin.
 This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 8.30 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 8 A.M.

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD. THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM," 588 tons, Captain J. Wilcox.
 "NANNING," 569 " " C. Butchart.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8.30 A.M. calling at Yunkai, Mahning, Kumchuk, Kau-Kong, Samshui, Howlik, Shui-Hing, Luk-Po, Luk-To, Lo-Hing-Hau, Tak-Hing, Doshing and Fong-Chuen. Departures from Wuchow for Canton calling at the above ports every Monday, Wednesday and Friday at about 8.30 A.M.

FARES:—Canton to Wuchow, Single \$15.00, Return \$25.00.
 Canton to Tak-Hing, Single \$12.50, Return \$21.00.
 Canton to Samshui, Single \$7.50.

HONGKONG-WUCHOW LINE.

S.S. "LINTAN," Capt. B. Branch. S.S. "SANUI," Capt. H. Black.
 Departures from Hongkong to Wuchow about three times every week, calling at Kumchuk, Samshui, Shuihing and Tak-Hing. Departures from Wuchow about three times every week, calling at the same ports.

FARES:—Hongkong to Wuchow Single \$17.50, Return \$30.00. Round trip tickets to Wuchow returning via Canton or vice versa \$36.00 available for one month. Round trips to and from Wuchow take from 5 to 7 days.

HONGKONG-KONGMOON LINE.

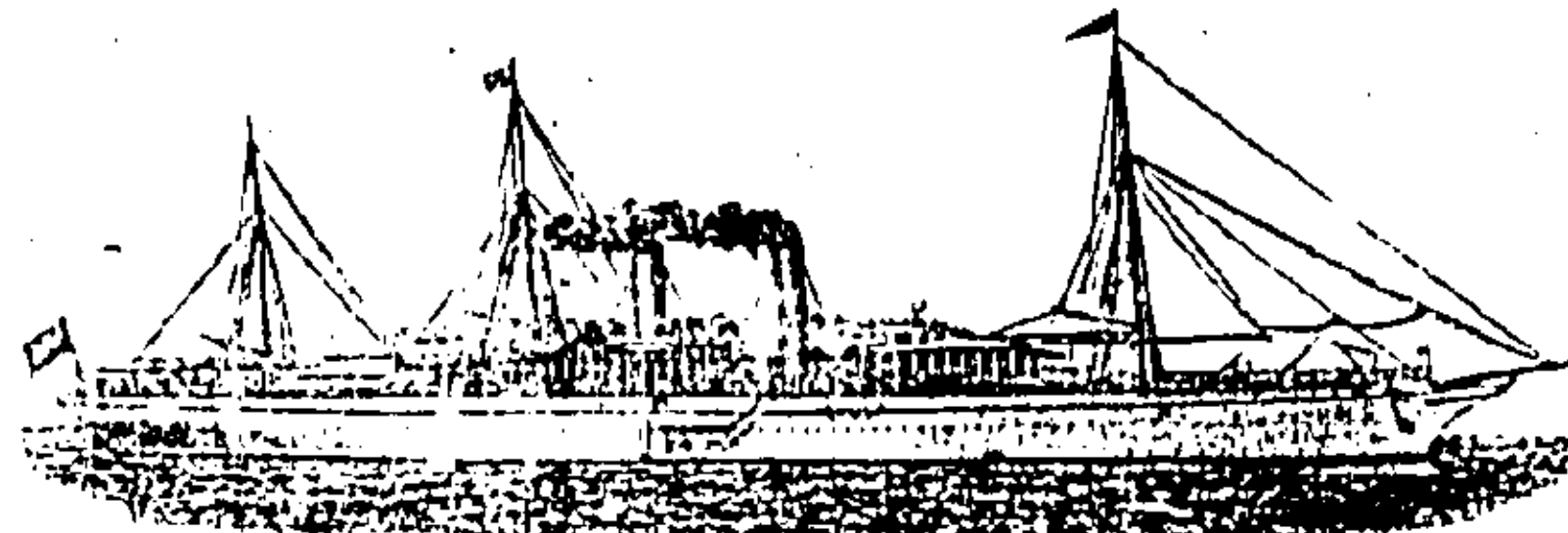
S.S. "TAK HING," Capt. R. Birss. S.S. "HONGKONG," Capt. Maxfield.
 Departures from Hongkong daily (Saturday excepted) at 7 P.M., calling at Kumchuk and Kongmoon. Returning daily (Monday excepted).
 FARES:—Hongkong to Kong Moon, Single \$6.00.
 Hongkong to Kumchuk, Single \$7.00.

The above vessels have superior Saloon and Cabin accommodation and are lighted throughout by electricity. Meals charged extra.

Further particulars may be obtained at the Office of the—
 HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,
 18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel
 Or of BUTTERFIELD & SWIRE,
 Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 5th January, 1905.

CANADIAN PACIFIC RAILWAY COY'S ROYAL MAIL STEAMSHIP LINE.



THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)

SAVING 1 TO 7 DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG.—(SUBJECT TO ALTERATION).

R.M.S. "EMPERESS OF INDIA," 6,000 Tons, WEDNESDAY, 19th April.
 "TARTAR," 4,445 " WEDNESDAY, 26th April.
 "EMPERESS OF JAPAN," 6,000 " WEDNESDAY, 10th May.
 "ATHENIAN," 4,445 " WEDNESDAY, 24th May.
 "EMPERESS OF CHINA," 6,000 " WEDNESDAY, 31st May.
 "EMPERESS OF INDIA," 6,000 " WEDNESDAY, 21st June.

Hongkong to London, 1st Class, via St. Lawrence 160. Via New York 160.

Hongkong to London, Intermediate on Steamers, and 1st Class Rail 140.

The magnificent Twin-screw "EMPERESS" Steamships pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, and make connection with the PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

R.M.S. "TARTAR" and "ATHENIAN" carry "Intermediate" Passengers only at Intermediate rates, affording superior accommodation for that class.

Passengers Booked through to all principal points and AROUND THE WORLD.

SPECIAL RATES (1st class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.

For further information, Maps, and Hand Books, Rates of Freight and Passage, apply to

D. W. CRADDOCK, Acting General Agent, 9, Fidler's Street.

Hongkong, 29th March, 1905.

HAMBURG-AMERIKA LINIE.

OSTASIATISCHER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; NORTH AND SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

| STEAMERS | DESTINATIONS | SAILING DATES |
|-------------|--|---------------|
| SUEVIA | HAVRE and HAMBURG. | 4th April. |
| Knies | (Calling at S'PORE, PENANG & COLOMBO) | |
| SILESIA | HAVRE and HAMBURG. | 16th April. |
| Bahle | (Calling at S'PORE, PENANG & COLOMBO) | |
| SLAVONIA | HAVRE and HAMBURG. | 2nd May. |
| Madsen | (Calling at S'PORE, PENANG & COLOMBO) | |
| SEGOVIA | HAVRE and HAMBURG. | 16th May. |
| Schoenfeldt | (Calling at S'PORE, PENANG & COLOMBO) | |
| SENEGAMBIA | HAVRE and HAMBURG. | 30th May. |
| Jaburg | (Calling at S'PORE, PENANG & COLOMBO) | |
| NUBIA | NEW YORK VIA SUEZ. | 25th May. |
| Habel | with liberty to call at the Malabar coast. | |

* Special attention of intending Passengers is drawn to the splendid accommodation of these steamers. Saloons and cabins amply lit. Lighted throughout by Electricity.

For further Particulars, apply to

HAMBURG-AMERIKA LINIE, HONGKONG OFFICE, No. 1 Queen's Buildings.

Hongkong, 29th March, 1905.

D. NOMA, TATTOOER,

60, QUEEN'S ROAD CENTRAL.

THE Public are informed that my Parlours are open from 9 A.M. all day. My 32 years' experience in TATTOOING is a guarantee of good work and prompt execution. My Colours are absolutely fast and perfectly harmless, and produce a charming effect not attained by any other, as their composition is only known to me. H. R. H. The Duke of York, and H. I. H. The Emperor of Russia, both honoured me with their patronage; besides many others of High Rank. Prices Moderate and satisfaction guaranteed as attested by 3,700 Recommendations which I have received from all sources.

Hongkong, 16th November, 1904.

IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHER LLOYD, BREMEN.

EUROPEAN LINE.

STEAM FOR

SINGAPORE, PENANG, COLOMBO, ADEN, SUZ, PORT SAID, NAPLES, GENOA

ANTWERP, BREMEN/HAMBURG

PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS;

ALSO

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

Steamers will call at GIBRALTAR and SOUTHAMPTON to land Passengers and Luggage.

N.B.—Cargo can be taken on through Bills of Lading for the Principal Places in Russia.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

| STEAMERS | SAILING DATES |
|-----------------------|------------------------|
| PRINZ HEINRICH | WEDNESDAY, 12th April |
| PRINZ RITEL FRIEDRICH | WEDNESDAY, 26th April |
| PREUSSEN | WEDNESDAY, 10th May |
| ROON | WEDNESDAY, 24th May |
| DAVERN | WEDNESDAY, 7th June |
| ZIETEN | WEDNESDAY, 21st June |
| GNEISENAU | WEDNESDAY, 5th July |
| SACHSEN | WEDNESDAY, 19th July |
| SCHARNHORST | WEDNESDAY, 2nd August |
| PRINZ HEINRICH | WEDNESDAY, 16th August |
| PRINZ RITEL FRIEDRICH | WEDNESDAY, 30th August |

ON WEDNESDAY, the 12th day of April, 1905, at Noon, the Steamship "PRINZ HEINRICH" of the NORDDEUTSCHER LLOYD, Captain F. Grosch, with MAIL, PASSENGERS, SPECIE and CARGO, will leave this Port as above, calling at NAPLES and GENOA.

Shipping Orders will be granted till Noon, on MONDAY, the 10th April, Cargo and Specie will be received on Board until 5 P.M., on TUESDAY, the 11th April, and Parcels will be received at the Agency's Office until Noon, on TUESDAY, the 11th April. Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Cubic Feet in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and Stewardesses. Linen can be washed on board.

JAPAN-CHINA-AUSTRALIA LINE, VIA NEW GUINEA.

STEAM FOR FRIEDRICH-WILHELMSHAFEN, HERBERTSHOEHE, MATUPI, SYDNEY AND MELBOURNE.

PROPOSED SAILINGS FROM HONGKONG.

(Subject to alteration.)

| STEAMERS | SAILING DATES |
|-----------------|--------------------|
| WILLEHAD | TUESDAY, 4th April |
| PRINZ WALDEMAR | TUESDAY, 2nd May |
| PRINZ SEGISMUND | TUESDAY, 30th May |

ON TUESDAY, the 4th April, 1905, at Noon, the Steamship WILLEHAD, Captain Ph. Obenaue, with Mails, Passengers and Cargo, will leave this port as above. The steamer has splendid accommodation and carries a Doctor and a few stewards. Linen can be washed on board.

SAILINGS OUTWARDS.

EUROPEAN & AUSTRALIAN SERVICE.

| FOR | STEAMERS | ABOUT |
|-------------------------------------|----------------|-----------------------|
| SHANGHAI, NAGASAKI, KOBE & YOKOHAMA | PREUSSEN | WEDNESDAY, 12th April |
| KOBE & YOKOHAMA | PRINZ WALDEMAR | TUESDAY, 18th " |
| SHANGHAI, NAGASAKI, KOBE & YOKOHAMA | ROON | WEDNESDAY, 26th " |

NORDDEUTSCHER LLOYD.

* or further Particulars, apply to

MELCHERS & CO., AGENTS.

Hongkong, 29th March, 1905.

JAVA-CHINA-JAPAN LINE.

REGULAR FOUR-WEEKLY SERVICE

BETWEEN

JAVA, CHINA, AND JAPAN.

| Steamer | From | Expected on or about | Will leave for | On or about |
|-----------|-------|----------------------|--------------------|-------------------|
| TJIPANAS | JAPAN | First half April | JAVA PORTS | First half April |
| TJILATJAP | JAVA | First half April | JAPAN VIA SHANGHAI | First half April |
| TJIMAH | JAVA | Second half April | JAPAN VIA SHANGHAI | Second half April |

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to

THE HEAD AGENCY

OF THE

JAVA-CHINA-JAPAN LINE.

Telephone No. 375, ALEXANDRA BUILDINGS, 3rd Floor, Hongkong, 29th March, 1905.

Intimations.

HONGKONG HIGH-LEVEL TRAMWAYS COMPANY, LIMITED.

TIME TABLE.

WEEK DAYS.

7.00 a.m. to 7.30 a.m. Every 10 minutes.
 7.30 a.m. to 8.00 a.m. Every 10 minutes.
 8.00 a.m. to 8.30 a.m. Every 10 minutes.
 8.30 a.m. to 9.00 a.m. Every 10 minutes.
 9.00 a.m. to 11.00 a.m. Every 15 minutes.
 11.30 a.m. to 12.45 p.m. Every 15 minutes.
 12.45 p.m. to 1.15 p.m. Every 10 minutes.
 1.15 p.m. to 1.45 p.m. Every 10 minutes.
 1.45 p.m. to 2.15 p.m. Every 10 minutes.
 2.15 p.m. to 3.00 p.m. Every 15 minutes.
 3.00 p.m. to 5.00 p.m. Every 15 minutes.
 5.00 p.m. to 8.00 p.m. Every 10 minutes.

NIGHT CARS.

8.45 p.m. and 9 p.m. 9.45 p.m. to 11.15 p.m. every half hour.

SUNDAYS.

8.00 a.m. to 9.00 p.m. Every 15 minutes.
 9.00 a.m. to 9.30 a.m. Every 30 minutes.
 9.30 a.m. to 10.30 a.m. Every 15 minutes.
 10.30 a.m. to 11.00 a.m. Every 15 minutes.
 12.00 Noon to 1.00 p.m. Every 10 minutes.
 1.00 p.m. to 5.00 p.m. Every 15 minutes.
 5.00 p.m. to 6.00 p.m. Every 10 minutes.
 6.00 p.m. to 7.00 p.m. Every 15 minutes.
 7.00 p.m. to 8.00 p.m. Every 10 minutes.

NIGHT CARS as on Week Days.

SATURDAYS.

Extra cars at 11.30 and 11.45 p.m.

SPECIAL CARS by Arrangement at the Company's Office, ALEXANDRA BUILDINGS, Des Voeux Road Central.

JOHN D. HUMPHREYS & SON, General Managers, Hongkong, 29th December, 1904.

F. BLACKHEAD & CO.,

SHIPCHANDLERS, SAILMAKER,

COAL AND PROVISION MERCHANTS, NAVAL CONTRACTOR

AND GENERAL COMMISSION AGENTS.

GROUND FLOOR,

ST. GEORGE'S BUILDING,

HONG KONG.

SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR

HARTMANN'S RAHTIEN'S GENUINE

COMPOSITION RED HAND

AND HARTMANN'S GREY PAINT.

DAILY PATENT MOTOR

LAUNCHES.

Sole Agents for

BERGUSON'S SPECIAL CREAM

P. & O. SPECIAL LIQUOR SCOTCH WHISKY, &c.

EVERY KIND OF SHIP'S STORES AND REQUISITES

ALWAYS IN STOCK

AT

REASONABLE PRICES.

HONGKONG, 7th March, 1905.

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside, 514 ft. Width of entrance, top 95 ft.; bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 80.5 ft.; bottom 45.5 ft. Water on blocks, 26.5 ft. Time to pump out, 8 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work, and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Works, No. 508; General, No. 876.

Telegrams, "Dock, Yokohama," Codes A. I. and A. B. C. (4th).

Yokohama, May 11th, 1903.

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When you send your "boy" for

Fresh Australian Butter

See that he gets the "Princess" brand, the best made in Australia.

The wrapper of every pat bears our name and address.

THE MUTUAL STORES,

GENERAL STOREKEEPERS.

HONGKONG AND CANTON.

Hongkong, 2nd February, 1905.

[200]

C. W. MEAD, C.E., President and Shanghai Manager.
 N. M. HOLMES, C.E., Vice-President and Hongkong Manager.
 A. F. CARRICK, C.E., General Manager, Manila.

ORIENTAL CONSTRUCTION COMPANY,

CONSULTING AND SUPERVISING ENGINEERS AND CONTRACTORS,

HONGKONG, SHANGHAI AND MANILA.

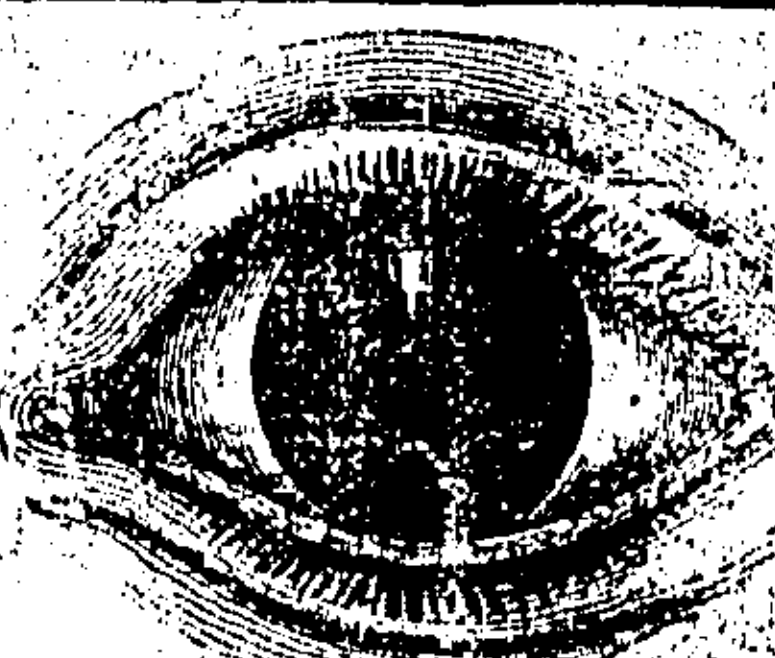
Cable Address: WERRICK, HONGKONG.

Railway Hydraulic Mining and Sanitary Engineering.
 A Specialty made of Reinforced Concrete and Concrete Piles.
 Examinations Surveys Reports and Estimates.
 On all Railway or Proposed Construction Works.

Hongkong, 2nd February, 1905.

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EYES



RIGHT!

N. LAZARUS, OPHTHALMIC OPTICIAN.

10, D'AGUIAR STREET, HONGKONG.

(One Minute's Walk from the Post Office).

WILL test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements.

Ask, or write, for Illustrated Booklet on "Effective Sight"—free.

LONDON,

CALCUTTA,

SHANGHAI,

21, John Street, Bedford Row, W.C.

59, Bentinck Street

566, Nanking Road

Hongkong, 24th March, 1904.

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Hotels.

HOTEL CRAIGIEBURN,

MIDNIGHT GAP, the Peak, near the Tram Terminus, Tel. 54.

For Terms, &c., apply to the

MANAGER.

Hongkong, 2nd July, 1904.

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FOR HOTEL COMFORT AND THE BEST BILLIARDS

GO TO THE

KOWLOON HOTEL.

KOWLOON J. W. OSBORNE, Proprietor and Manager.

HOTEL DES INDES.

Nos. 2 & 3, STAMFORD ROAD,

SINGAPORE.

OCCIDENTAL HOTEL.

SINGAPORE.

EXCELLENT CUISINE.

MODERATE PRICES.

THIS First Class newly opened Hotel has excellent accommodation for FAMILIES, TRAVELLERS and permanent BOARDERS.

CHARGES FROM 4/6 DOLLARS PER DAY.

It is situated in the immediate vicinity of the commercial houses and Esplanade.

Spacious Refreshment, Dinner and Billiard Saloons.

E. C. VAN MARLE, Proprietor.

H. T. SARRE, Manager.

Singapore, 4th October, 1904.

EUROPEAN MANAGEMENT.

ELGIN ROAD, KOWLOON.

Hongkong, 19th May, 1904.

[22]

Intimation.

WM. POWELL,
LIMITED.
"ALEXANDRA
BUILDINGS,"
Des Vaux Road.

**NEW GOODS
JUST ARRIVED.**

**LADIES'
DEPARTMENT.**

RAINCOATS.

UMBRELLAS.

**BOOTS
AND
SHOES.**

**TRIMMED
AND
UNTRIMMED
MILLINERY.**

**FLOWERS
AND
FOLIAGE.**

**DRESS-
MAKING.**

**ALL ORDERS
EXECUTED IN
FIRST-CLASS
STYLE.**

**PERFECT FIT
GUARANTEED.**

**LATEST
FASHIONS OF
LONDON,
PARIS, AND
NEW YORK.**

Wm. POWELL, Ltd.
HONGKONG.

Hong Kong, 25th March, 1905.

Auctions.

PUBLIC AUCTION.

THE Undersigned have received instructions from Major HURLY, to sell by
PUBLIC AUCTION,
TO-MORROW,
the 30th March, 1905, at 2.30 P.M., within his residence, No. 16 Knutsford Terrace, Kowloon,
THE WHOLE OF HIS
HOUSEHOLD FURNITURE,
Comprising—
TEAKWOOD EXTENSION DINING
TABLE AND CHAIRS, SIDE-BOARD, DIN-
ING WAGON, BRASS-MOUNTED BEN-
TLEYS WITH WIRE AND RATTAN MAT-
TRESSES, CHILD'S COT, MARBLE-TOP
WASHSTANDS, TEAKWOOD WARD-
ROBES WITH GLASS, &c., &c.
Catalogues will be issued.
TERMS—As usual.
HUGHES & HOUGH,
Auctioneers.
Hong Kong, 29th March, 1905. [416]

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by
PUBLIC AUCTION,
FOR ACCOUNT OF THE CONCERNED,
on
FRIDAY,
the 31st March, 1905, at 11 A.M., at their
Sales Rooms, No. 8, Des Vaux Road,
corner of Ice House Street,
54 Cases TOMATOES SAUCE, 27 Cases
MUSHROOMS, 7 Cases FRENCH PEAS,
5 Cases FISH in Tins;
ALSO
50 Cases STERILIZED EVAPORATED
CREAM.
TERMS—As usual.
HUGHES & HOUGH,
Auctioneers.
Hong Kong, 27th March, 1905. [40]

PUBLIC AUCTION.

TO BE SOLD BY ORDER OF THE MORTGAGEE,
on
MONDAY,
the 3rd day of April, 1905, at 3 o'clock P.M.,
BY
MR. GEO. P. LAMBERT, Auctioneer,
at the premises
THE Very Valuable Leasehold Messuage
and Premises, known as
No. 24, LI YUEN STREET EAST,
situate on Section 1 of Marine Lot No. 10 B
which is held for the residue of a term of 984
years created by a Crown Lease of the Lot.
Annual Crown Rent \$15.95.
For further particulars and conditions of
sale, apply to—
WILKINSON AND GRIST,
Solicitors for the Vendor,
or to
GEO. P. LAMBERT,
Auctioneer.
Hong Kong, 23rd March, 1905. [10]

Entertainments.



CITY HALL.

UNDER THE PATRONAGE OF H.E. THE
GOVERNOR.
MR. EDWARD BRANSCOMBE'S
WESTMINSTER
GLEE AND CONCERT
PARTY
FROM LONDON.
THREE CONCERTS ONLY.
MONDAY, 3rd April. TUESDAY, 4th April.
AND
THURSDAY, 6th April.
Complete Change of Programme each Concert.
The Programmes include a unique collection
of
NATIONAL BALLADS
of
England, Ireland, Scotland and Wales,
ALSO
GLEES, MADRIGALS AND CATCHES.
HUMOROUS MUSICAL SKETCHES,
BY
MR. DUDLEY CAUSTON.
MADAME MARIE HOOTON,
The Eminent English Contralto.
MR. EDWARD BRANSCOMBE,
The English Tenor.
FOUR SOLO SOPRANOS,
Leading London Cathedral Chorists.
Box Plan ROBINSON PIANO Co.
Prices \$3, 2 and 1. Concert 9-11 P.M.
Hong Kong, 25th March, 1905. [361]

**THEATRE ROYAL,
CITY HALL.**
HONGKONG AMATEUR DRAMATIC
CLUB.

"ONE SUMMER'S DAY."

A Comedy in 4 Acts by H. V. ESMOND,
will be produced
FRIDAY, 7th April, 1905.
SATURDAY, 8th "
MONDAY, 10th "
Prices ... \$3, \$2 and \$1.

Sailors and Soldiers in uniform half-price to
Pit Stalls and P.T.
Booking Office, at ROBINSON PIANO Co.,
opened on and after MONDAY, 3rd April, from
9 A.M. to 4.30 P.M., each day.

ARTHUR CHAPMAN,
Business Manager.
Hong Kong, 24th March, 1905. [409]

Notice of Firm.

NIPPON-YUSEN-KAISHA.

I HAVE To-day RESUMED CHARGE of this
Office.
A. S. MIHARA,
Manager.
Hong Kong, 27th March, 1905. [417]

WIRELESS TELEGRAPHY IN
SHANGHAI.

The casual observer walking along Szechuen Road in the vicinity of Kiu-kiang Road can hardly miss observing poised on the top of Messrs. Arnold, Karberg and Company's large go-down what appear at first sight to be a couple of bamboo poles placed at the two extremes of the roof and connected together by a couple of wires. This erection might simply be a magnified clothes horse or some such similar device, but being of an inquiring turn of mind, our correspondent started to make inquiries, which finally led him to the office of Mr. Sellick, manager of Messrs. Arnold, Karberg and Co.'s Electrical Department, where he was informed that the erection was the Aerial Conductors of the "Telefunken" system of wireless telegraphy, for which the firm are agents and which is manufactured by the Gesellschaft für drahtlose Telegraphie of Berlin.

The "Telefunken" system of wireless telegraphy, worked by this Company arose out of the amalgamation of two systems which had separately obtained a world-wide renown among the many competitors in the field of spark telegraphy. These two systems were known respectively as the "Braun-Siemens" and "Slaby-Arco," the one being exploited by the "Gesellschaft für drahtlose Telegraphie Prof. Braun und Siemens und Halske" and the other by the "Allgemeine Electricitätsgesellschaft." In the summer of 1903 the two systems were fused into one, and the simple name of "Telefunken" selected as the title of the combined systems.

For experiments with aerial conductors there are in and around Berlin, six special stations where the carrying distance and synchronizing of all new arrangements can be immediately tested, measurement taken of all wave-lengths and falling off intensity. Amongst the principal patents belonging to this invention is the transmitter arrangement, in which an oscillation circuit, consisting of Leyden jars and a spark-gap and containing a large amount of energy, excites the aerial conductor to slightly damped self-oscillations. Patent protection in Germany for this device was secured in the year 1898, that is two years before the Marconi Company in England began to employ the same arrangement.

A similar device for the receiver was patented January 1st, 1901. It consists of a closed Resonance Oscillating Circuit, which by a clear and pronounced self-period, renders the receiving system sensitive to a definite transmitter frequency only and thus easily eliminates disturbances emanating from foreign transmitters; while the receiving system is adapted for taking up the whole energy radiating from the transmitter with jar excitation. A patented electrolytic wave-detector may be styled the simplest and most reliable receiver yet produced.

The German, American, Austrian and Swedish navies have definitely decided in favour of this system and by adopting it on almost all their ships, they have shown that they regard the system as competent to meet the severe demands of warfare. Other navies have made experimental trials of this apparatus; and the results have turned out so satisfactorily that they purpose definitely introducing it at an early date.

With the exception of the powers mentioned above, only England and Italy have, as yet, decided to equip their navies with wireless telegraphy. These two countries have adopted the Marconi System; and it therefore becomes evident that only the "Telefunken" and "Marconi" systems are capable of fulfilling the requirements of modern practice. Other countries have likewise experimented with the system and some decided in its favour.

There are close on 400 installations of this system in various parts of the globe, the bulk of them for naval or military purposes. It is claimed, however, that for commercial purposes it is equally advantageous.

The distance to which reports may be transmitted by wireless telegraph is essentially determined by the size of the aerial-conductor net used for the radiation and reception of the electric waves, the extreme dimensions being those of a funnel arrangement swung between towers 60 metres or more in height. The larger these nets, the greater the source required to supply them with the electric energy necessary for radiation. A definite standard cannot be set up, one system telegraphing 100 km.—at other 100 km. With like mastery of the technicalities of electric oscillation, the distance achieved is rather a mere question of the size of the station. To compare two systems, it is essential that both operate under like conditions, that is with equal energy.

It is a characteristic of wireless telegraphy that the transmission distance of two stations is not constant, but varies according to the state of the atmosphere. The distance which electric oscillations will carry depends upon atmospheric conditions. Everyone who has any acquaintance whatever with wireless telegraphy is aware that the carrying intensity will change, in perhaps a few hours, to such an extent that double or even treble the energy otherwise required to bridge a given distance will become necessary. This is especially the case in summer. Hence in establishing reliable communication by means of wireless telegraphy, great attention must be paid to the factor of security common in technical affairs. For example, if two stations are at all times to be able to signal satisfactorily to one another at a distance of 100 km., it is essential that their energy be sufficient to cover a range of about 300 km., under favourable conditions; the stations are then said to work with threefold security. The neglect of these precautionary measures, so universally recognised in other branches of engineering, is the reason why enthusiastic satisfaction with new installations of wireless telegraphy is so often followed by a reaction, and why scepticism is expressed in certain quarters as to the reliability of the stations. To ward against these contingencies the apparatus is supplied with power for from twice

to thrice that required under the most favourable circumstances.

In producing distance effects by means of electric waves, as in wireless telegraphy, the energy of undulations is spread equally through space in every direction around the transmitter accordingly, whoever makes use of electric waves for telegraphing consigns his despatches to space. And since the whole space in question contains electric oscillations, the consignor—unless he place the space under military control—cannot prevent a third party from catching up the oscillation in conductors and rendering them perceptible by sensitive apparatus, i.e., converting them into signs. Of course, the reading and deciphering of the electric signals may be rendered difficult by all sorts of artifices, such as secret codes, rapid telegraphing, etc., but the ultimate disclosure of the despatches cannot be prevented. To do this an alteration in the fundamental laws of physics would be necessary.

In the Far East we do not appreciate the stride made by Wireless Telegraphy in Europe and America, a ship now-a-days, be she in the naval or mercantile marine service, could be practically always in communication with the shore should her owners consider it worth while to go to the expense of installing a system of wireless telegraphy aboard. The one great advantage of the "Telefunken" system is that it can be used with either a constant or an alternating current, i.e., should it be necessary to instal a system where there is already electric power it would be unnecessary to go to the expense of more machinery.

Wireless telegraphy is not at present so satisfactory over land that has numerous houses and buildings or is covered with a growth of tall sappy woods as the old system of telegraphy. On the other hand, in flat, open and moist ground, the bee-line serves as a basis in choosing an apparatus. Where the distance to be telegraphed over is water, then, wireless telegraphy cannot be beaten both for results and initial cost. As regards cost of construction the wireless system can be carried out at one-eighth the cost of the old mode of telegraphy and maintained at about a third of the cost. This is, of course, worth considering where new lines are required.

The installation in Shanghai is simply for demonstration and testing purposes and erected between the Agents' offices in Szechuen Road and the Soy Chee Cotton Mill, where the Aerial Conductors are suspended between the two tall chimneys, still it would be possible from the points to communicate over a much larger stretch of country or sea. The principal use of this station will be to test apparatus that may be sent on shore from ships of war for adjustment, the German and American Navies having adopted this system, the latter having discarded Marconi's.

Both the Russian and Japanese forces are equipped with several field outfits of the "Telefunken" although no report of their actual value in the present campaign has yet come to hand. In actual field work in warfare of course it is out of the question to carry around the high poles used in permanent stations, but this difficulty is overcome by the use of kites and balloons. The system had practical tests in the German war in south west Africa against the Hereros, where General Trotha was able by its use to transmit messages over a distance of 150 km. The field outfit is of a very compact and serviceable appearance. The "Telefunken" instrument can be tuned to work with Marconi instruments, but there is no record as to whether the process can be utilised vice versa.

The Chinese Telegraph authorities are displaying some interest in the system and before long wireless telegraphy may be in general use in the Far East.—Shanghai Mercury.

COMMERCIAL.

TO-DAY'S EXCHANGE.

| Selling | |
|---|----------|
| London—Bank T.T. | 101 1/16 |
| Do. demand | 101 |
| Do. 4 months' sight | 101 5/16 |
| France—Bank T.T. | 2 3/4 |
| America—Bank T.T. | 1.88 |
| Germany—Bank T.T. | 1.88 |
| India T.T. | 1.88 |
| Do. demand | 1.88 |
| Shanghai—Bank T.T. | 7 1/2 |
| Japan—Bank T.T. | 90 1/2 |
| Java—Bank T.T. | 109 1/2 |
| Buying | |
| 4 months' sight L/C | 101 7/16 |
| 6 months' sight L/C | 101 9/16 |
| 30 days' sight San Francisco & New York | 45 1/2 |
| 4 months' sight do. | 46 |
| 30 days' sight Sydney and Melbourne | 101 1/16 |
| 4 months' sight France | 2 3/4 |
| 6 months' sight do. | 2 3/4 |
| 4 months' sight Germany | 1.88 |
| Bar Silver | 25 1/2 |
| Bank of England rate | 25 1/2 |

| To-day's quotations are as follows— | |
|-------------------------------------|-------------------------|
| Malwa New | Per picul @ 1,125/1,150 |
| " Old | @ 1,160/1,200 |
| " Older | @ 1,250/1,280 |
| " Oldest | @ 1,340 |
| Panna New | Per chest @ 1,117 1/2 |
| Benares New | @ 1,050 |
| Patna (Paper) | @ 870/910 |

AN APPEAL.

THE SUPERIORESS OF THE ITALIAN CONVENT, CAINE ROAD, begs most respectfully to APPEAL to the Residents of Hong Kong and the Coast Ports, for their kind patronage and support, and desires to state that she will be pleased to receive orders for all kinds of NEEDLE WORK.
Gentlemen's Shirts made to order, and Cuffs and Collars renewed on old ones.
Ladies and Children's Under-clothing, Children's Dresses, and all kinds of Embroidery. Materials can be supplied, if required.
The Superiores will also be most grateful for any PAPER, or old ENVELOPES to be made into Books for the Children of the Poor Schools, who are taught by the Sisters.
Hong Kong, 11th April, 1905.

Intimations.

THE HONGKONG RIFLE ASSOCIATION.

THE ANNUAL GENERAL MEETING will be held at Volunteer Headquarters (by permission), TO-MORROW, the 30th March, 1905, at 5.30 o'clock P.M.
MOWBRAY S. NORTHCOTE,
Hon. Secretary.
Hong Kong, 29th March, 1905. [55]

CAMPBELL, MOORE AND COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE NINETEENTH ORDINARY ANNUAL MEETING OF SHAREHOLDERS in the above Company will be held at the Company's Offices, No. 29, Queen's Road Central, on FRIDAY, the 31st March, 1905, at Noon, for the purpose of receiving the Report and Statement of Accounts for the year ending 31st December, 1904.

The TRANSFER BOOKS of the Company will be CLOSED from the 19th to the 31st March, both days inclusive.

By Order,
M. A. A. SOUZA,
Secretary.
Hong Kong, 15th March, 1905. [373]

THE HONGKONG ROPE MANUFACTURING COMPANY, LIMITED.

THE TWENTY-FIRST ORDINARY ANNUAL MEETING OF SHAREHOLDERS in the Company, will be held in the Company's Offices, St. George's Building, No. 6, Connaught Road, Victoria, on SATURDAY, the 8th April, 1905, at 11 A.M., for the purpose of receiving Statement of Accounts and the Report of the General Managers for the year ending 31st December, 1904, declaring a Dividend and electing a Consulting Committee and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from WEDNESDAY, 5th, to SATURDAY, 8th April, both days inclusive.
SHEWAN, TOMES & Co.,
General Managers.
Hong Kong, 25th March, 1905. [412]

THE YANGTSE INSURANCE ASSOCIATION, LIMITED.

NOTICE TO SHAREHOLDERS.

THE FIFTEENTH ORDINARY GENERAL MEETING of the above Association will be held at the Head Office, No. 26, The Bund, Shanghai, on TUESDAY, the 11th April, 1905, at 4.30 o'clock P.M., precisely, for presentation of the Report of the Directors and the Accounts to the 31st December, 1904, the election of Directors and Auditor for the current year, and for the purpose of transacting any other business which may be transacted at an Ordinary General Meeting.

The TRANSFER BOOKS of the Association will be CLOSED from the 1st of April to the 11th of April, 1905, both days inclusive. Members holding proxies for absent Shareholders must deposit same with the Secretary for Registration at least Forty-eight hours before the Meeting.

By Order of the Board of Directors,
W. S. JACKSON,
Secretary.
Shanghai, 15th March, 1905. [410]

MASSAGE.

AN EXPERIENCED AMERICAN LADY in Dermatology, of Woodbury, New York, is prepared to render her Services in MASSAGE GENERALLY, including MANICURING, HAIRDRESSING, FACIAL MASSAGE, and ELECTRICAL TREATMENT OF THE HAIR, which prevents the Hair Falling Out, and stimulates the Growth.

Ladies requiring her attention please address:
MRS. JEWETT,
49, Pottinger Street,
Hong Kong.
Hong Kong, 23rd March, 1905. [402]

THE WISE MAN
BUYS A "SINGER"; IT'S TRUE
ECONOMY.

5 YEARS' GUARANTEE;
FREE INSTRUCTION;
EASY PAYMENTS.
It's something you need.
SHOW-ROOMS:—1, WYNDHAM STREET.
Hong Kong, 25th March, 1905. [48]

S. MOUTRIE & CO., LD.,
PIANO AND ORGAN
MANUFACTURERS.

14, QUEEN'S ROAD, FIRST FLOOR.

HAVE just received a shipment of second hand Pianos from \$200 upwards, and a written guarantee for a test period of TWO Years given for each instrument.

A large consignment of records at the low figure of \$1.50 each, 5/6, on wholesale orders. The largest and most varied Stock of Music in China. Inspection solicited. Our workmen are experienced men.

WE DEFY COMPETITION.
INSPECTION INVITED.
Hong Kong, 14th March, 1905. [365]

EMPLOYE de commerce, Agé de 29 ans, de nationalité Suisse, ayant déjà occupé d'importantes fonctions dans de grosses maisons, connaissant à fond de comptabilité en partie double, parlant couramment le Français, l'Allemand, le Hollandais, l'Italien et l'Anglais, désire une situation dans l'une des villes de la côte de Chine.

Tres bonnes références—Appointements: de \$5,000 dollars par an. Ecrire aux initiales L. V. au journal "l'Opinion" de Saigon.
Saigon, le 2 Mars, 1905. [317]

LEVY HERMANOS.

DIAMOND MERCHANTS, JEWELLERS AND WATCHMAKERS.

EASTMAN'S
KODAKS AND FILMS.
Sole Agents for "OMEGA" WATCHES.
"OMEGA" is the best, "THREE YEARS" guarantee given to every purchaser.
40, QUEEN'S ROAD,
Watson's Building.
[51]

Intimations.

**YOU WANT
PROVISIONS
AND
WINES
IN
1905.**

GET YOUR SUPPLIES

FROM

A. CHAZALON & Co.

(SUCCESSORS TO

G. GIRAULT)

6, QUEEN'S ROAD CENTRAL,

Opposite Connaught Hotel.

Who are Suppliers of High Class

Wines, Spirits and

Provisions,

French Bakers,

Navy Contractors,

and

Commission Agents.

BRANCHES:

HONGKONG, SHANGHAI, HANKOW.

Hong Kong, 22nd February, 1905. [31]

THE WINE GROWERS
SUPPLY CO.



BARRETTO & Co.,
General Agents, Hong Kong.

GUINNESS'S STOUT.

"THE CELEBRATED PIG BRAND STOUT"

is the Finest Bottling of Guinness's Stout.

"THE CELEBRATED PIG BRAND STOUT"

is the very Finest Stout brewed by Messrs. A. Guinness, Son & Co., Dublin.

"THE CELEBRATED PIG BRAND STOUT"

is not medicated nor chemicalized.

"THE CELEBRATED PIG BRAND STOUT"

Consumers wishing to drink perfectly pure Stout of the very finest quality should drink Pig Brand Stout.

"THE CELEBRATED PIG BRAND STOUT"

Pig Brand Stout is better bottled, better packed, and has stronger packages than its rivals.

"THE CELEBRATED PIG BRAND STOUT"

Pig Brand Stout gently assists digestion.

"THE CELEBRATED PIG BRAND STOUT"

Pig Brand Stout is a food as well as a drink

"THE CELEBRATED PIG BRAND STOUT"

Pig Brand Stout may be recommended by medical men to their most delicate patients.

"THE CELEBRATED PIG BRAND STOUT"

Pig Brand Stout has been celebrated for thirty years in the leading Colonial and Foreign Markets.

"THE CELEBRATED PIG BRAND STOUT"

Pig Brand Stout is only slightly higher in price than other bottlings of Guinness's. Per case of 8 dozen prints \$24.00

" 4 " quarts \$10.00

BARRETTO & Co., Agents,
Nos. 22 & 24, Bank Buildings,
Queen's Road Central,
Hong Kong, 16th March, 1905. [44]

Intimations.

A. S. WATSON & CO.,
LIMITED.

ESTABLISHED A. D.
1841.

WINE AND SPIRIT
MERCHANTS.

E

BLEND

VERY OLD LIQUEUR

SCOTCH
WHISKY.

D
PORT,

VERY FINE OLD VINTAGE MANY
YEARS IN BOTTLE.

A CHOICE AFTER-DINNER WINE.

A. S. WATSON & Co.,
LIMITED,

WINE AND SPIRIT MERCHANTS.

ALEXANDRA BUILDINGS.

Hongkong, 25th February, 1905.

[32]

WINE

AND

SPIRIT MERCHANTS,

HONGKONG,

34, QUEEN'S ROAD CENTRAL,

FIRST FLOOR,

(Wm. POWELL & Co's old premises).

WHITE WINES.

per case

quarts.

| | |
|--------------------------|-------|
| Graves | 9.00 |
| Graves Superieur | 11.00 |
| Sauternes | 9.00 |
| Sauternes Superieur | 11.00 |
| Chateau La Tour de l'ile | 18.00 |
| Chablis | 18.00 |
| Moursault | 25.00 |
| Montrachet | 32.50 |

N.B.—All our Wines and Spirits are bottled at home, thereby ensuring to our Customers all the advantages accruing from bottling done at home under the direct supervision of the Growers and Distillers as compared to bottling done in China by Chinamen at the service of European Firms.

Hongkong, 10th December, 1904.

[33]

NOTICE
All communications intended for publication in "THE HONGKONG TELEGRAPH" should be addressed to The Editor, 1, Lee House Road, and should be accompanied by the Writer's Name and Address.
Ordinary business communications should be addressed to The Manager.
The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.
SUBSCRIPTION RATES (IN ADVANCE).
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WEEKLY—\$13 per annum.

The rates per quarter and per annum, proportional: The daily issue is delivered free when the address is accessible to messengers. On copies sent by post an additional \$1.80 per quarter is charged for postage. The postage on the weekly issue to any part of the world is 80 cents per quarter.
Single Copies, Daily, ten cents; Weekly, twenty-five cents.

DEATHS.

On 22nd March, at Ningpo, THOMAS CLAUDE ROBERTSON, only son of the Rev. and Mrs. T. Goodchild, aged 34 months.
On 2nd March, on board the s.s. *Kingsley*, travelling from Tientsin to Shanghai, VILHELM HENCKEL, born in Copenhagen, aged 21.

The Hongkong Telegraph

HONGKONG, WEDNESDAY, MARCH 29, 1905.

AMERICA FEARS JAPANESE IMMIGRATION.

In a recent telegram it was announced that the Immigration Bureau of the United States, acting on a requisition from Texas, had decided that Japanese were not entitled to papers of citizenship in America. We commented, at the time, on the immense problem which faced the Federal Government in attempting to restrain the immigration of Japanese to America, and the power of the Japanese to enforce what they and others might consider legitimate demands. From San Francisco papers which have just come to hand, it appears that the Japanese invasion of the United States has become a question of supreme importance. A remarkable series of articles entitled "The Problem of the Hour" and dealing with the immigration of the Japanese has just appeared in the *San Francisco Chronicle* and as the articles are framed in sober language, and the question considered in a most logical spirit, they are decidedly worthy of attention. The writer, who prefers to remain anonymous, recalls the methods adopted to exclude the Chinese from the United States, and warns the people of that country, and especially California, to awaken to the "far more serious and more formidable problem of an influx of Japanese." While granting a measure of admiration to the Japanese for their energy and intelligence, the writer maintains that to allow them free ingress to America would in no way advance, but rather retard the world's progress. It is stated that there are something like 100,000 Japanese in the States, of whom at least 35,000 are settled in California. The race problem is, therefore, a very vital question to the people of the western States, and it is argued that the same restrictions which are in force against the indiscriminate admission of Chinese should be enacted in the case of the Japanese. The writer of these articles is very strongly against the Asiatic. He remarks: "The Asiatic can never be other than an Asiatic, however much he may imitate the dress of the white man, learn his language and spend his wages for him. Nor will he ever have the slightest concern with our laws except to evade them, nor with our Government except to cajole it and to deceive it. The Japanese in California is just as intensely, eternally and essentially Japanese as though he had never left Yokohama or the rice fields of his native country." He comments upon the anti-foreign sentiment which prevails in Japan and quotes a European writer's statement (Mr. R. Van Bergen) that the anti-foreign feeling is shared equally by all classes, the Government and a very few notable persons excepted. It is pointed out that the Japanese are intensely conservative at heart and protectionist in spirit. White men taught them all they know of the handicrafts of civilisation, but once the brains of these white men had been thoroughly sifted they were quickly sent back to their homes. Their presence in Japan was not tolerated for a moment when the Japanese found themselves competent to undertake the work. "The Japanese," the writer goes on to say, "is too patriotic to needlessly employ foreigners at the expense of his own people, but there are some Americans who would employ devils if they would accept a cent an hour less than angels." When war with Russia is concluded, Japan will be overrun by thousands of discharged soldiers, for whom work must be found. If that work is not forthcoming, the Japanese, according to this reviewer, will invade America, and as they are willing to work for wages which could not maintain a white man their presence in the United States will be a constant menace to the labouring classes. Moreover, the Japanese are well-acquainted with the power of organisation and the capabilities of the boycott system; indeed, it is said they have reduced these principles to a fine point, so that should they get a footing on American soil they would speedily

become a permanent danger to white labour. Again, Japan has not sent her fittest to the United States; it is the scum, those for whom no place can be found in Japan itself. Reference is made to the fact that the Japanese do not mingle with the population; they are not assimilated in the American people. The most ignorant Slav, after three generations, is a true-born American, an integral part of the State, filled with the ideals and independence of the American citizen. But the Japanese still remains Japanese clinging to his own customs and people, refusing to associate with white men, and ever ready to take advantage of any opportunity which may lead to power over or against white men. It is even maintained that the Japanese immigrant is more objectionable than the Chinese. The conclusion is that should a Japanese invasion be permitted, the American labourer will be forced into hoboism and criminality by the fierce competition of the degraded Asiatic labour, and that it behoves all good Americans to rigorously push forward a crusade against Japanese immigration.

LOCAL AND GENERAL.

The Marquis of Anglesey has died at Monte Carlo, in his 29th year.

THE *United States* troops in the extreme west of the Russian retreat are subsisting on their horses, and half-starved men are constantly surrendering.

IT was recently reported that a Russian cruiser and several destroyers had emerged from Vladivostok, but the Japanese have made all the necessary preparations to prevent their injuring commerce.

DR. N. Gordon Munro, of Yokohama, was married there on the 15th to Miss Tabatake Toka, a very highly educated young lady, born from a noble samurai family, the daimos of Ogasawara, who has become famous as a hospital nurse.

THE following is the return of visitors to the City Hall Library and Museum for the week ending the 26th March, 1905.

| | Library | Museum |
|-------------|---------|--------|
| Non-Chinese | 280 | 103 |
| Chinese | 91 | 1,873 |
| Total | 371 | 1,976 |

WE learn that the finding of dead bodies, floating in the harbour, is largely on the increase, and is mainly due to the disinclination of the relatives to spend any money in funeral expenses. The corpses are mostly those of young children, believed to be the offspring of the boat people plying about the harbour.

THE distances covered by Nogi's army in its outflanking march to the north of Mukden were 30 miles the first day, 25 the second, 20 the third, and 15 the fourth: in all 90 miles in four days. It immediately broke up the railway north of Mukden and hoped to catch Kuropatkin, but he had got off already in his private car.

THE usual monthly dance given under the auspices of the Masonic Quadrangle Club will not take place on the 3rd prox; but on a date to be announced later. We understand that the great success achieved at the "smoker" given on the 21st inst. has encouraged the Club to give another of these popular entertainments on or about the 10th prox.

IT is reported in mandarin circles that a recent request of Viceroy Chou Fu to Viceroy Yuan Shih-kai that the French Engineer who had charge of the conservation of the Peiho in Tientsin be lent to the Nanyang in order to take charge of the Hunanpu conservation works, has been refused by Viceroy Yuan on the ground that the conditions governing the two rivers are dissimilar.

THE Czar's income from crown and state domains is reckoned at \$7,500,000 (gold) a year, or more than three times as much as England's King is allowed. More than forty members of the imperial family have enormous revenues from property set aside by the Government for their support. The jewels in possession of the Russian royal family are unequalled in value and splendour.—*New York Press*.

WRITING about native theatres in Shanghai, a contemporary says:—Salaries of "star" actors have risen phenomenally during the past four years, the best getting as much as \$7,400 to \$3,000 per month, while a monthly wage of \$500 to \$800 a month, among the actors of the "above average class," as they are designated, is by no means infrequent in Shanghai. Before 1900, a five hundred dollar monthly salary was about the acme of a star's ambition. Competition between the local native theatres had been the cause of this abnormal rise in salaries.

THE list of passengers departed by the *Empress of China* for Vancouver, etc., contains the names of many people well known in the Colony. Lord Hawke has been extending his stay in Hongkong and did not leave for the north until this morning. Viscount Castlereagh of the Royal Horse Guards, and eldest son of the Marquess of Londonderry, accompanied by the Viscountess, who is a daughter of the Rt. Hon. H. Chaplin, were also booked by the *Empress*, other passengers including Major-General Villiers Hatton, and Major A. A. Chichester who proceed to Shanghai to inspect the Volunteer Corps, Mr. Mester, Mr. Sydney Hancock and Dick Hancock who are going to England, Mr. J. B. Sutor, commercial agent for the New South Wales Government, the Dallas Bandmann Opera Company, and many others.

RUSSIAN FINNS IN COURT.

AFRAID TO GO TO JAPAN.

An interesting case, in which seven Russian Finns were charged with refusing to proceed on the s.s. *Resolut*, to Japan, came before Captain L. Barnes Lawrence, R.N., at the Marine Court today. Captain Martin Jorgensen, master of the *Resolut*, stated that the men had refused to work and the vessel had been kept in Hongkong for some days on account of their obstinacy.

Three of the men spoke English, and on being asked whether they would proceed to Japan, they replied that they had signed on to be paid off at Hongkong.

Captain Jorgensen said the men were engaged for three months at Cardiff to proceed to "Hongkong and further." The vessel had a cargo of coal for Sasebo, Japan. In his opinion the men were frightened.

One of the crew remarked that they were not frightened at all. They had signed on to go to Hongkong and here they intended to stay. They refused to go to Japan.

Captain Barnes Lawrence pointed out to the men that they had agreed to go to "Hongkong and further," which was the usual form of Norwegian agreements. It was true that coal was contraband of war, but in this case there was no risk involved. Between Hongkong and Japan there was absolutely no risk whatever, because the nearest Russian warship was at Madagascar, some thousands of miles away. Had there been any risk he would have taken that into consideration.

It was urged by the men that their Consul at Cardiff had not explained to them what they had signed. Four of the men said they clearly understood the charge and were determined not to go aboard ship again.

His Worship remarked that they had only a month to serve until they were discharged from the ship.

The men, however, remained obstinate and a sentence of three months' imprisonment was imposed. In the case of the other three men, His Honour said he was not convinced that they understood the charge, and he ordered that they be taken back to their ship.

The prisoners were removed, but second thoughts proved better and they one and all begged to be taken back to ship rather than to go to jail. They were therefore escorted back to the dock and the Bench was informed of the men's desire.

Captain Barnes Lawrence remarked that it was fortunate he had not recorded the sentence which had been passed on them, otherwise it would have been irrevocable. However, they now agreed to go back to ship and he would allow them to do so, at the same time warning them against committing further disturbances. The men, wearing a broad smile, were then escorted to the *Resolut*.

SPANISH SAILORS IN TROUBLE.

Another case, exactly similar to the first, except that it was a crew mostly composed of Spaniards instead of Russian Finns, that was concerned in the matter came before Captain Barnes Lawrence today. Captain Olaf Johannessen, master of the steamship *Knarven*, charged 16 of his crew with impeding the voyage by refusing to work. The *Knarven* is bound from Cardiff with a cargo of coal, and the men signed on to go to "Hongkong or further." They now alleged that they had signed on to go to Hongkong and they wished to be discharged. They absolutely refused to go to Japan, except under a new contract. When asked whether they preferred to return to their ship rather than to go to prison, they unanimously expressed their desire to go to prison. His Worship sentenced them to two months' imprisonment each.

MAJOR-General V. Hutton, C.B., and Major A. A. Chichester, D.S.O., Chief Staff Officer, left today for Shanghai on s.s. *Empress of China* on inspection duty.

THE following telegram from the Directors of the British North Borneo Company was received by the Deputy Governor at Sandakan on 28th ult. "A new Company has been registered—*mi*ral rights—working capital £100,000 sterling." Though no further particulars are given, it is not difficult to conjecture says the *I. N. B. Herald*, that this means that the reports of Mr. Hone and the other experts who have been employed by the Borneo Mineral Syndicate were such as to enable this large sum of money to be raised. [Diamonds and manganese are some of the finds.]

ON the day that the Grand Duke Sergius was assassinated Prince Friedrich Leopold of Prussia, who passed through Hongkong yesterday, was being pleasantly entertained at St. Petersburg by the Tsar. At ten o'clock in the morning the loyal guest was welcomed by the Russian Minister of the Imperial Court and a whole constellation of dignitaries of the first magnitude—the Tsar, in Prussian uniform; the Grand Duke Vladimir, together with his son Andrew, then the Grand Duke Constantine Constantinovich, all in Prussian uniforms; besides several other Grand Dukes, the German Ambassador, and many high military commanders. The gallant company were soon conveyed in a sleigh to the Alexandroffsky Palace, and were entertained at a family lunch. 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TELEGRAMS.

[Reuters.]

Prospects of Peace.

LONDON, 27th March.

Reuter's correspondent at St. Petersburg hears that a majority of the Council of Ministers on Friday agreed in principle to the opportuneness for initiating steps in the direction of peace. This was probably communicated to the Tsar on Saturday.

Later.

The air is full of rumours of peace. The latest reports say that tentative, most secret pourparlers, with a view of ascertaining the conditions of both sides, are proceeding at the Scandinavian Capital.

Large Purchase of Horses by Japan.

10,000 COMING TO HONGKONG.

Eight steamers have been chartered by private firms in Sydney to convey to Hongkong nearly 10,000 horses purchased on behalf of Japan; the first steamer sails in a fortnight.

[N. C. D. News.]

The Russian Concentration at Changchun.

Tokio, 24th March.

There are indications that General Linievitch is saving in the vicinity of Changchun. Parties of a few dozen Russians are occasionally sighted, but no large fighting force has been encountered since Tuesday.

Another Supposition.

Osaka, 24th March.

A London telegram received here to-day says that it is expected that General Linievitch will defend a line 75 miles in length on the north bank of the river Sungari with some 25,000 men and the reinforcements he has recently received from Europe. Concentration is already taken place there.

The Opening of Newchwang.

Newchwang, 24th March.

It is expected that this port will be officially declared open on Tuesday next.

Japan and Korea.

Tokio, 24th March.

An Imperial decree issued to-day authorises the Seoul branch of the Japanese First Bank to undertake the regulation of the Korean Coinage system, and the handling of the Government funds.

The bank will issue convertible notes which will be regarded as legal tender officially and privately.

There will be a guaranteed issue of ten million yen, and an extra issue will also be allowed.

The bank notes hitherto issued by the First Bank in Korea will be regarded as on the same footing as the new notes.

The proposed amalgamation of the Korean Board of Communications with the Japanese Post Office will shortly be decided on.

THE LATE MR. R. D. SASOON.

The announcement of the late Reuben Sassoon's death, which we made some weeks ago, was received amongst all those who knew him in Bombay with the profoundest sorrow. The following obituary notice above the initials, "C.B.," appears in a Bombay journal:—

Mr. Reuben was the fourth son of the late David Sassoon, the eminent Oriental philanthropist. He was born in the year 1831. In 1853 he married Kate, daughter of the late David Ezekiel, by whom he had one son and five daughters. He was a partner in the firm of David Sassoon and Co. and took a very active part in the business for a number of years in Bombay, Hongkong and latterly in London until his health could not permit him to do so any longer. He was a man of great ability, and great linguistic attainments. For the last forty years he resided in London and enjoyed great popularity in the highest society. He was a particular friend of his Majesty the King for many years, and has entertained his Majesty on several occasions in his mansion, No. 1, Belgrave Square. Through of late years he was not in the enjoyment of robust health, yet he was remarkably active. Reverted by his family, loved by his friends and esteemed by the aristocracy of London, Mr. Reuben Sassoon has passed away, and his loss will be keenly felt, especially among his own community, of which he was one of the most prominent heads. Mr. Sassoon went to England with the olive branch in his hand, he engrafted the cedar with the oak; but for spiritual elevation he clung to the creed of his fathers Abraham, Isaac and Jacob, from whose venerated nobility he derived the shadow of his own. Mr. Sassoon was in the highest sense of the term a representative man of his race. There were few men who possessed his friendship and did not prize it. He was a man of very modest mien, and at all times he seemed more anxious to avoid than to attract attention.

But there was, nevertheless, an air of dignity and nobility about him which would have claimed attention amongst a strange multitude. The shell was worthy of the soul it contained, and, in the words of Hamlet, I may simply observe, that

He was a man taken him for all in all, We shall not look upon his like again.

The remembrance of the late Mr. Sassoon as far back as the eighties stimulates in me the desire to represent him as fittingly as lies in my power and moves me to record at this time the affection with which I regard his name and hold it in reverence.

HONGKONG

AS A NAVAL BASE.

CONSTRUCTIONS AT KOWLOON.

Although various rumours are current with regard to the possible reduction of the China Fleet we cannot see any signs of a change in this direction so far as Hongkong itself is concerned. Far from it; the facts seem to point to an exactly opposite development. A notable change has, of course, been effected in the Naval Dockyard whereby it is anticipated much time will be saved. The small auxiliary yard at Kowloon which, until quite recently, borrowed what labour it required from the main yard at Hongkong, has now thrown open its gates on its own account and labourers are entered on that side independently. This, together with the large godowns for extra storage, which have been hired outside, point to the rapid growth that is taking place—a growth, moreover, out of all proportion to what has taken place in several years and which has been effected in the last few months. Simultaneously with the removal of the torpedo-range to Lai-chi-kok which in itself what with the reclamation work and leveling going on in that neighbourhood, is no small undertaking. A large piece of reclamation work and jetty building has been in progress opposite the coal sheds at the back of the Victoria canal club.

Indeed, this coaling jetty is rapidly nearing completion now, as also is the work going on to reclaim ground in the immediate vicinity of the original wooden pier in the chamber of the yard at Hongkong. All this points to an increase of premises on a large scale.

Recently a very fine building was raised at Kowloon and a good deal more building is being pushed forward; in fact, it looks very much as if in a time not very far distant the original character of the depot for torpedo-boats will be entirely changed to an extension of the dockyard while the depot itself will be removed to Lai-chi-kok.

Whatever may be the ultimate design, however, it is evident that the extensive increase of plant and progress and the necessity means an increased call for labour in the dockyard.

Besides all this there is the large piece of ground behind Wellington Barracks upon which a good deal of work is also being spent and this is to be Dockyard property also. We hear rumours about submarines and the turning over of submarine defences to the Navy in which case the present yard will probably include almost the whole of the ground up to the Blue Buildings.

All this argues an immense increase in stores and war material which by no means bears out the report about the decrease in fighting strength of the Fleet, what seems far more probable is that Hongkong will shortly become a large Naval base for what may practically be termed a Far Eastern Fleet comprising the stations of China and Australia and including the East Indies to a large extent.

It bids fair, in fact, to become one of the most important Naval Bases of the world.

SHIPPING JETSAW.

The C. N. S. *Anhui* has been chartered by the N. Y. K. for its Shanghai service.

The N. Y. K. has also chartered the C. N. S. *Tsianan*, and the Norwegian steamers *Sverre* and *Skarpen*.

The news of the impending opening of Newchwang caused a tremendous rush at the Shanghai Custom-house on Friday when some 7,000 applications for export permits were made.

The collier *Romulus*, for Vladivostok, which was stopped by the *Kasuga*, had her plates stove in by floating ice, and was beached in a sinking condition near Misawamura. She is an old vessel with defective boilers.

The German ship *Robert Rickmers*, 2,174 tons, which left Philadelphia for Kobe with a cargo of kerosene oil on the 15th of June last, and was reported in the *Vacassar* Strait on the 26th of October last, has been given up as lost.

Captain McKinnon of the C. N. S. *Hsin-jung*, which arrived at Shanghai on Friday from Tientsin, reported that when about three miles S.E. by S. of the North-east Promontory, he saw a drifting mine and circled slowly round it, firing at it with all the rifles on board the steamer. It was struck twice, the second shot exploding it, at a distance of about a hundred yards from the steamer. A column of water was thrown into the air, some twenty feet in diameter, a glass in one of the vessel's skylights was broken, and a lamp in the chief officer's room was knocked to pieces and pieces of iron fell in a shower, some of them on the vessel. No one was hurt. Capt. McKinnon opines that it would be decidedly unsafe to go nearer than a hundred yards to one of these pestilent contrivances if it were intended to explode it.

AN IMPROBABLE STORY.

The *Shanghai Mercury* prints the following improbable story from its vernacular contemporary, the *Eastern Times*:—It is learned that the Governor of Hongkong sent a telegram to the U.S. Consul-General of this port, the other day, to the general effect that in view of Great Britain having the largest share of commerce at this port, it would be greatly impeded by the late arrival of so many Russians, who have occasionally created disturbances. The Governor therefore pointed out that the Russian Consul-General of this port should be approached, to send the Russians back home at an early date. At the same time the Russian Consul at Kiangchow should be informed by wire that hereafter Russians on route may be shipped home direct from Kiangchow, instead of from this port. The Municipal Council will shortly deal with the subject.

As already reported, Chang Su Ho's garden has been let to the Russian Government for the accommodation of the Russians from Port Arthur during their temporary stay here and temporary quarters are being set up. Owing, however, to the telegram from the Hongkong Governor, all building work in this direction has been suspended, until definite results have been arrived at by the Municipal Council.

HONGKONG ROPE MANUFACTURING COMPANY, LTD.

The report of the Directors of this Company for presentation to the shareholders at the twenty-first ordinary general meeting on Saturday, 8th April, is as follows:—

Annexed we have the pleasure to lay before shareholders the annual statement of accounts made up to the 31st December, 1904.

The net profit including the balance brought forward from last year amounts to \$121,137.07 which it is proposed to appropriate as follows:—

To place to reserve fund... \$ 10,000.00
To pay a dividend of 20% ... 100,000.00
To carry forward to next year's account ... 11,137.07

Consulting Committee.—Mr. J. H. Lewis, having left the Colony, Mr. H. P. White was invited to take his place on the consulting committee, and Dr. J. W. Noble was also invited to join the committee. In accordance with articles of association, Messrs. A. J. Raymond, D. E. Brown, H. P. White and Dr. J. W. Noble retire, but offer themselves for re-election. Auditors.—The accounts have been audited by Messrs. T. Arnold and W. H. Potts, who are recommended for re-election.

SHEWAN, TOMES & CO., General Managers.

The accounts are as follows:—
PROFIT AND LOSS ACCOUNT
For the year ended 31st December, 1904.
Interest ... \$ 4,087.61
Exchange ... 128.77
Auditors' fees ... 400.00
Consulting committee fees ... 4,000.00
Depreciation for 1904 written off ... 15,151.14
Balance ... 121,137.07

Balance brought forward from 1903 \$ 8,395.13
Balance from working account ... 136,509.49

Balance ... \$144,904.62

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esvlet," "Poltava," "Sevastopol," and "Petro-pavlovsk." She has lost two armoured cruisers—the "Rurik" and "Bayan"—and eight protected cruisers—the "Varyag," "Pallada," "Diana," "Askold," "Boyarin," "Kovik," "Yenesai" and "Amur"—besides seven gunboats, eighteen destroyers, and three torpedo-boats. One of the destroyers, the "Reshitelnyi," is now sailing under the Japanese flag, while the "Varyag" and "Boyarin" have been raised and will probably soon be fit to take part in any fighting under the sun flag. Several of the sunken Port Arthur fleet will probably be worth raising, for it is not easy to damage a battleship beyond repair.

The Japanese have only lost one battleship, the "Hatsuse," blown up at Port Arthur, and three protected cruisers, the "Yoshino," "Hatsuyama" and "Miyako."—*Daily Mirror*.

TRADE MARKS: A MOST USEFUL PAMPHLET.

We have before us the English version of the proposals of the Deutsche Vereinigung, a most useful pamphlet on the vexed question of the registration of Trade Marks in China. Even those most conversant with the subject will be glad to have all that has been said or proposed respecting it thus brought together into convenient shape, while the great majority who, though interested, have been unable to keep run of the many regulations, suggestions, and counter suggestions that have been made will now for the first time have a comprehensive view of the whole question, and be in a position to discuss it intelligently.

The pamphlet is divided into seven sections or chapters:—I. Provisional Regulations, II. Transitional Provisions, III. Detailed Rules in connection with registration, IV. Classification of goods, V. Correspondence between Sir Ernest Satow and Prince Ching, VI. Letter of the Shanghai General Chamber of Commerce to Sir Ernest Satow of Sep. 30th, 1904. VII. Resolutions passed by the China Association on Jan. 19th, 1905.

A convenient arrangement places the Provisional Regulations on one page and the proposals for their amendment on the other.

Why the seat of the Bureau of Registration should be at Shanghai and not elsewhere is first pointed out. Here, it would be "in the commercial metropolis of the Empire," and its business would be much facilitated by the possibility of personal intercourse. Applications from outposts would be forwarded through the Customs. Prior to registration it is suggested that every mark should be published for six months in the Trade Marks Gazette, a custom in accordance with English usage, and provided for in Sir Robert Hart's proposals.

Five grounds are suggested for the refusal to register:—

- 1.—If the mark is liable to give offence or is calculated to deceive.
- 2.—If it contains emblems or words reserved for the Government use, e.g., Imperial or official seals, the national standard or military flags, or decorations conferred for merit.
- 3.—If it is identical with another trade mark.
- 4.—If it is an "Open mark" i.e. one in common use and not considered proprietary.
- 5.—If it contains no distinctive feature.

Another suggested ground for refusal to register is if the mark injures the legitimate interests in China of other parties. The various considerations, which would certainly arise out of this regulation were it adopted, are discussed in the pamphlet before us and should be duly noted.

Important suggestions as to the lapse of registration are to be found on p. 11, where it is suggested that one year before the expiration of the term of protection the Registrar shall write to the owner of the mark requesting him to declare whether or not he intends to apply for a renewal of the registration. If no reply be received at the end of six months the registration shall at the end of the term be cancelled.

The Deutsche Vereinigung agrees with the Chamber of Commerce as to the "unnecessary and vexatious" rule requiring re-registration when firms change partners. By another suggestion, the Registrar is required to give grounds for the cancellation of any trade mark "whenever the material interests of the parties concerned are involved."

On the important question of a Court of Appeal a good deal is said, but it hardly seems likely that old Shanghai hands will welcome the suggestion without very careful pre-arrangement of rules for procedure, &c., &c. since they are told that "The composition of the Court of Appeal has been modeled on the lines of the Mixed Court in Shanghai." We know that Court. The following are some of the proposed rules in the event of any infringement of the regulations:—

1. If the offender be a foreigner, the Registrar shall move the offender's Consul to deal with the case according to the Treaties.
2. If the offender be a Chinese and the injured party a foreigner, the Registrar shall communicate with the Consul concerned and the Chinese Authorities in order that a joint investigation may take place.
3. If both the offender and the injured party be Chinese the Court having jurisdiction will afford all necessary protection.

A re-adjustment in the scale of fees is required, especially if the "alternatives of re-registering old marks," referred to in the letter of the Chamber of Commerce be held to, for there it is stated that the observance of such a rule "under the present scale of fees would cost many of the older firms in Shanghai from Tls. 10,000 to Tls. 20,000." "Something more reasonable and less burdensome" is evidently needed, since as the Chairman remarks "it was evidently not the intention of the British Government, when making the treaty, that the merchants should be in a worse position than they were before."

We repeat our opinion of this pamphlet. It is a most useful little compilation at this juncture and the thanks of the community are due to the Deutsche Vereinigung for publishing it.—*Shanghai Mercury*.

NAVAL NOTES.

H.M.S. *Glory*, with Admiral Sir Gerard Noel aboard, is now in Mirs Bay, where she dropped anchor at 5 p.m. on Sunday last.

THE MIGHTY FALLEN.

What has become of the flower of the Russian commanding officers? Of twenty-eight men of the rank of general, with whose names the war has made us familiar, more than half are now out of action. Of fifteen admirals, three have been killed, four are recalled and in disgrace, and four are prisoners of the Japanese. The remaining four are of almost as little account. One, Admiral Jessen, commands the sole remnant of the Russian Pacific fleet at Vladivostok, and the other three are with the various sections of the discredited Baltic fleet now beating a retreat to Jibuti. How are the mighty fallen! The following list shows what has happened to twenty-eight generals and fourteen admirals since the beginning of the war:—

GENERALS.

Sitsael—Prisoner on parole.
Gripenberg—Deprived of command.
Orloff—Recalled, in disgrace.
Trusoff—Recalled, in disgrace.
Keller—Killed at Motienling.
Kondratichenko—Killed at Port Arthur.
Tserpitsy—Killed at Port Arthur.
Rialinski—Killed at Shaho.
Smolensky—Killed at Shaho.
Routkovsky—Killed at Liaoyang.
Smyrnoff—Prisoner in Japan.
Reshtalinsky—Prisoner in Japan.
Pflug—Prisoner in Japan.
Biele—Prisoner in Japan.
Gorbatkovsky—Prisoner in Japan.
Nikitin—Prisoner in Japan.
Pock—Prisoner in Japan.
Kondratovitch—Wounded, in hospital.
Kashlinsky—Wounded in hospital.
Sassulitch—Superseceded, but resumed command.
Stakelberg—Wounded, but resumed command.
Kennekampff—Wounded, but resumed command.
Mistchenko—Wounded.
Linievitch—Reported to have quarrelled with Kuropatkin whom he now succeeds.
Bilderling—Reported to have quarrelled with Kuropatkin.
Sakharoff—Still holds a command.
Kaulbars—Still holds a command.
Kuropatkin—Resigned his command.

ADMIRALS.

Alexieff—Recalled.
Starck—Recalled.
Skrydloff—Recalled.
Besobrazoff—Recalled.
Mukharoff—Killed at Port Arthur.
Molas—Killed at Port Arthur.
Wigelt—Killed at Port Arthur.
Ukhomsky—Prisoner in Japan.
Wren—Prisoner in Japan.
Loshchinsky—Prisoner in Japan.
Grigorievitch—Prisoner in Japan.
Jessen—Commanding at Vladivostok.
Hozdestvensky—On the way to Jibuti.
Flickersham—On the way to Jibuti.
Botrovsky—On the way to Jibuti.

It is a distressing list, and but little comforting to Russian pride. It is even more terrible by comparison with the almost complete immunity of the Japanese. So far as can be ascertained, the Japanese have lost but one officer of the rank of general, killed in action at Port Arthur, and two of the rank of admiral, both of whom were drowned in the sinking of the battleship *Hatsuse*. Not one has been captured by the Russians, and none have been recalled. A striking contrast indeed!

DISGRACE AND FAILURE.

Port Arthur was, of course, responsible for a large proportion of the Russian losses. Admirals Mukharoff and Molas were drowned in the sinking of the battleship *Petr Forevsk* on April 13; Admiral Wigelt met his death in the fatal sortie of August 10, which was also the cause of Prince Ukhomsky's disgrace; and four admirals fell to the hands of the Japanese with the surrender of Port Arthur. Admiral Starck was recalled soon after the beginning of the war, for incompetence, it was stated. Skrydloff and Besobrazoff were failures at Vladivostok, though the former was credited—wrongly, as is now believed—with the successful raids on the Japanese transports. Viceroy Alexieff has fallen, into disgrace not only with the Government, but also with the people, for his general conduct of affairs.

Of the fallen generals ten are victims of Port Arthur, two of them—Kondratichenko and Tserpitsy—finding a grave there, and the rest surrendering. Two—Rialinski and Smolensky—were killed in the greatest battle of the war on the Shaho; Count Celler lost his life in the desperate attempt to retake the Motienling Pass, Rontkovsky fell at Liaoyang, and Kashlinsky and Kondratovitch were severely wounded before the Japanese occupied that stronghold. Of the three generals in disgrace Gripenberg's offence was in bringing about disaster at Hsikuotai, Orloff at Liaoyang, and Trusoff at Kiuliencheng.

The command of vast armies which are vainly seeking for victory over the Japanese seems to have devolved upon some half-dozen generals of no particular note, with the exception of Kuropatkin, who, it must be admitted, has done very little to maintain his great reputation.

To such straits are the legions of his Majesty Nicholas II. reduced in twelve months of warfare with the despised Japanese! "An army has sometimes been commanded with success by a fool or a coward," said Macaulay on one occasion, "but never by a debating society." And that seems to be a fitting description of the remnant of Russia's commanding officers now flying from Mukden.

THE WEATHER.

The following report is from Mr. F. G. Figg, First Assistant of the Hongkong Observatory:—

On the 29th at 12.0 p. The barometer has fallen slightly over S. China. Pressure remains high over NE China, and relatively low over the N. part of the China Sea. Gradients continue rather steep and strong NE and E winds may be expected in the Formosa Channel and along the northern shores of the China Sea.

Forecast:—strong E winds; squally, rainy.

To-day's Advertisements.

Shipping—Steamers.

OCEAN STEAMSHIP CO., LD.
AND
CHINA MUTUAL STEAM NAV. CO., LD.

JOINT SERVICES.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA
AND SUMATRA PORTS.FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

OUTWARDS.

| FROM | STEAMERS | DUE |
|-----------------------|--------------|-------------|
| GLASGOW and LIVERPOOL | "JASON" | 1st April. |
| GLASGOW and LIVERPOOL | "LABERTS" | 1st April. |
| GLASGOW and LIVERPOOL | "DARDANUS" | 6th April. |
| GLASGOW and LIVERPOOL | "CHINGWU" | 15th April. |
| GLASGOW and LIVERPOOL | "TELEMACHUS" | 17th April. |
| GLASGOW and LIVERPOOL | "DIOMEDE" | 21st April. |
| GLASGOW and LIVERPOOL | "CALCHAS" | 29th April. |
| GLASGOW and LIVERPOOL | "DEUCALION" | 6th May. |

HOMEWARDS.

| FOR | STEAMERS | TO SAIL |
|------------------------------|------------|-------------|
| AMSTERDAM, LONDON & ANTWERP | "MACHAON" | 11th April. |
| * GENOA, MARSEILLES & L'POOL | "ALCINOUS" | 20th April. |
| AMSTERDAM, LONDON & ANTWERP | "KAISOW" | 23rd April. |
| AMSTERDAM, LONDON & ANTWERP | "JASON" | 25th April. |
| * GENOA, MARSEILLES & L'POOL | "LABERTS" | 26th May. |
| AMSTERDAM, LONDON & ANTWERP | "PINGSEY" | 23rd May. |

TRANS-PACIFIC SERVICE.

| FOR | STEAMER | TO SAIL |
|---|--------------|-------------|
| VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAGASAKI, KOBE and YOKOHAMA | "TELEMACHUS" | 20th April. |

For Freight, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 28th March, 1905.

CHINA NAVIGATION CO., LIMITED.

| FOR | STEAMERS | TO SAIL |
|---|-------------|-------------|
| AMOI, MANILA, CEBU and ILOILO | "SUNGKIANG" | 31st March. |
| SHANGHAI | "TAIWAN" | 1st April. |
| NINGPO | "SZECHUAN" | 1st " |
| MANILA | "TEAN" | 4th " |
| KOBE | "TAIYUAN" | 4th " |
| MANILA, PORT DARWIN, THURS- DAV ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE | "CHINGTU" | 10th " |

* The Attention of Passengers is directed to the Superior Accommodation offered by these
steamers, which are fitted throughout with Electric Light Unrivalled table. A duly
qualified Surgeon is carried.† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.
‡ Taking Cargo and Passengers at through Rates for all New Zealand and other Australian
Ports.N.B.—REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND
AUSTRALIAN PORTS. (SEE SPECIAL ADVERTISEMENTS.)

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 29th March, 1905.

Hongkong—Manila.

Highest Class, newest, fastest and most luxurious Steamers
between Hongkong and Manila—Saloon accommodations—Electric
Light—Perfect Cuisine—Surgeon and Stewardess carried.
—All the most up-to-date arrangements for comfort of
Passengers.CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

| Steamship. | Tons. | Captain. | For | Sailing Dates. |
|------------|-------|--------------|--------|----------------------|
| ZAFIRO | 2540 | R. Rodger | MANILA | SATURDAY, 1st April. |
| RUBI | 2540 | A. H. Netley | " | SATURDAY, 8th April. |

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 27th March, 1905.

AMERICAN ASIATIC STEAMSHIP
COMPANY.

FOR NEW YORK via SUEZ CANAL

(With Liberty to Call at Malabar Coast).

PROPOSED SAILINGS.

| Steamship | Tons | Captain | To Sail at Daylight on |
|-----------|------|---------|------------------------|
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For Freight and further information, apply to

SHEWAN, TOMES & CO.,
General Agents.

Hongkong, 10th February, 1905.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, via SHANGHAI, INLAND
SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA.

FOR

PORTLAND, OREGON,

OPERATING IN CONNECTION WITH

THE OREGON RAILROAD AND NAVIGATION COMPANY.

| Steamship | Tons | Captain | To Sail at Daylight on |
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| "NICOMEDIA" | 4,370 | Wagner | April 11th, 1905. |
| "NUMANTIA" | 4,370 | Brehmer | April 20th, " |
| "ARABIA" | 4,183 | Bahle | May 11th, " |
| "ARAGONIA" | 5,198 | Schuld | May 30th, " |

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and
United States Ports. For through rates of Freight and further information, communicate
with or apply to

ALLAN CAMERON, General Agent.

TSIN TING.

LATEST METHODS OF DENTISTRY.
STUDIO AT NO. 14, D'AGUIAR STREET.

REASONABLE FEES.

Consultation Free.

Hongkong, 30th July, 1904.

THE AMERICAN SYSTEM

OF
DENTISTRY.

M. H. CHAUN, D.D.S.,

37, DES VOUX ROAD CENTRAL, HONGKONG,
From the University of Pennsylvania, U.S.A.

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Shipping—Steamers.

CHINA NAVIGATION COMPANY,
LIMITED.

AUSTRALIAN LINE.

REDUCTION IN PASSAGE RATES;
From 1st January, 1904.ALSO REDUCED FARES TO
MANILA AND RETURN.STEAMERS fitted throughout with Electric
Light. First Class Accommodation. Un-
rivalled Table. Duly qualified Surgeon carried.

BUTTERFIELD & SWIRE,

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STEAM TO CANTON.

THE New Twin Screw Steel Steamers

Tons Captain
"KWONG CHOW" 1,399 J. P. MARTIN
"KWONG TUNG" 1,318 H. W. WALKER
Leave Hongkong for Canton at 9 every
evening (Saturday excepted).
Leave Canton for Hongkong about 5.30
o'clock every evening (Sunday excepted).
These Fine New Steamers have unexcelled
Accommodation for First Class Passengers and
are lit throughout by Electricity.Passage Fare—Single Journey ...\$4
Meals ...\$1 each.The Company's Wharf is a short distance
West of the Harbour Master's Office.SHIU ON S.S. CO., LD., and
YUEN ON S.S. CO., LD.,
No. 8, Queen's Road West.
Hongkong, 10th January, 1905.

HONGKONG-MACAO LINE.

S.S. "WING CHAI,"

Captain T. AUSTIN, R.N.R.

THIS Steamer departs from Hongkong on
Week Days, at 8 A.M. and on Sun-
days at 8.30 A.M. Departs from Macao on Week
Days at 2.30 P.M. and on Sundays at 6.30 P.M.
FARES:—Week Days, 1st Class, including
Cabin and servant, Single \$3; Return Ticket,
\$5; 2nd Class, \$1; 3rd Class, 50 cents.Every Sunday will be an Excursion, at the
following rates:—1st and 2nd Class, Single
Ticket, \$1; Return, \$2; 3rd Class, Single,
30 cents; Return, 50 cents; Stowage, 10 cents.Tiffin and DINNER can be supplied
either on Board, or at the Macao Hotel, for
returning passengers only, at an extra charge
of \$2.On Sundays, passengers desiring to have a
Private Cabin which has accommodation for
two or more passengers, will be charged \$3
extra.First Class Passengers, who do not care to
return on the Excursion Sunday, will be allowed
to do so the following day (Monday) on pro-
duction of the Return Half Ticket. Should
the Steamer not run on the Monday, owing to
the Boiler cleaning, due notice will be given
by the Captain, and the Half Ticket will be
available for the following day.The Steamer is lit throughout by Electricity.
The Steamer's wharf at Hongkong is at the
Western end of Wing Lok Street.

MING ON & Co.,

2nd Floor, No. 16, Victoria Street.

Hongkong, 5th November, 1904.

COMPAGNIE DES MESSAGERIES
MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

FOR SHANGHAI, KOBE AND
YOKOHAMA.

THE Company's Steamship

"ARMAND BEHIC,"

Captain _____, will be despatched for the
above Ports, on or about the 3rd April.

For Freight or Passage, apply to

G. DE CHAMPEAUX,
Agent.

Hongkong, 27th March, 1905.

EASTERN AND AUSTRALIAN STEAM-
SHIP COMPANY, LIMITED.FOR SYDNEY AND MELBOURNE,
(Calling at Timor, Port Darwin and Queensland
Ports, and taking through Cargo to Adelaide,
New Zealand, Tasmania, &c.)

THE Steamship

"AUSTRALIAN,"

Captain McArthur, will be despatched for the
above Ports, on SATURDAY, the 8th April,
at Noon.This well-known Steamer is specially fitted
for Passengers, and has a Refrigerating Cham-
ber, which ensures the supply of Fresh Pro-
visions, Ice, etc., throughout the voyage.A duly qualified Surgeon and Stewardess are
carried.N.B.—To assure the additional comfort of
passengers the steamers of the Company have
electric fans fitted in staterooms.

For Freight or Passage, apply to

GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 17th March, 1905.

REGULAR STEAMSHIP SERVICE
TO NEW YORK.VIA PORTS AND SUEZ CANAL,
(With Liberty to Call at Malabar Coast).

PROPOSED SAILINGS FROM HONGKONG.

1905.

About

"LOWTHER CASTLE" 18th April, 1905.

For Freight and further information, apply to

DODWELL & Co., LIMITED,
Agents.

Hongkong, 25th March, 1905.

Shipping—Steamers.

"SHIRE" LINE OF STEAMERS.

FOR LONDON AND ANTWERP.

THE Company's Steamship

"MERIONETHSHIRE,"

C. H. Burch, Commander, will be despatched for
the above Ports, TO-MORROW, the 30th
instant, at 4 P.M.This Steamer has Superior Accommodation
for Passengers.

For Freight or Passage, apply to

SHEWAN, TOMES & Co.,
Agents.

Hongkong, 29th March, 1905.

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"YUENSANG,"

Captain P. H. Rolfe, will be despatched as
above, on FRIDAY, the 31st instant, at 4 P.M.This Steamer has Superior Accommodation
for First-class Passengers, and is fitted through-
out with Electric Light.

For Freight or Passage, apply to

JARDINE, MATHESON & Co.,
General Managers.

Hongkong, 25th March, 1905.

BRITISH INDIA STEAM NAVIGATION
COMPANY, LIMITED.

FOR AMOY, STRAITS AND RANGOON.

THE Company's Steamship

"PURNEA,"

Captain J. B. Pearson, will be despatched as
above, on TUESDAY, the 4th April, at
Daylight.

For Freight or Passage, apply to

JARDINE, MATHESON & Co.,
Agents.

Hongkong, 28th March, 1905.

Consignees.

IMPERIAL GERMAN MAIL LINE.
NORDDEUTSCHER LLOYD, BREMEN.

NOTICE TO CONSIGNEES.

THE Steamship

"PRINZ EITEL FRIEDRICH,"

having arrived, Consignees of Cargo are hereby
informed that their Goods, with the exception
of Opium, Treasure and Valuables, are being
landed and stored at their risk into the Godowns
of the Hongkong and Kowloon Wharf and
Godown Company, Limited, Kowloon, whence
delivery may be obtained.Optional Cargo will be forwarded unless
notice to the contrary be given before 11 A.M.,
TO-DAY.No Claims will be admitted after the Goods
have left the Godowns, and all Goods remain-
ing undelivered after the 4th of April, will be
subject to rent.All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on TUESDAY, the 4th April,
at 9.30 A.M.All Claims must reach us before the 10th
of April, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the
Undersigned.

NORDDEUTSCHER LLOYD.

MELCHERS & Co.,
Agents.

Hongkong, 28th March, 1905.

"MOGUL" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

THE S.S. "ATHOLL,"

FROM GLASGOW AND LIVERPOOL.

CONSIGNEES of Cargo are hereby informed
that all Goods are being landed at their
risk into the Godowns of the Hongkong and
Kowloon Wharf and Godown Company, Ltd.,
at Kowloon, whence and/or from the wharves
delivery may be obtained.No Claims will be admitted after the Goods
have left the Godowns, and all Goods remain-
ing undelivered after the 3rd April will be subject
to rent.All Claims against the Steamer must be pre-
sented to the Undersigned on or before the 6th
April, or they will not be recognized.All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on the 3rd April, at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

DODWELL & Co., LIMITED,
Agents.

Hongkong, 27th March, 1905.

"BARBER" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

THE STEAMSHIP "SAGAMI,"

FROM NEW YORK.

CONSIGNEES of Cargo are hereby informed
that all Goods are being landed at their
risk into the Godowns of the Hongkong and
Kowloon Wharf and Godown Company, Ltd.,
at Kowloon, whence and/or from the wharves
delivery may be obtained.No Claims will be admitted after the Goods
have left the Godowns, and all Goods remain-
ing undelivered after the 30th March will be
subject to rent.All Claims against the Steamer must be pre-
sented to the Undersigned on or before the
1st April, or they will not be recognized.All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on the 30th March at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

DODWELL & Co., LIMITED,
Agents.

Hongkong, 24th March, 1905.

Consignees.

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND
SINGAPORE.

THE Steamship

"GREGORY APCAR,"

having arrived from the above Ports, Consignees
of Cargo are hereby informed that their Goods
will be delivered from alongside.Cargo impeding the discharge will be landed
at once, at Consignees' risk and expense.Cargo remaining on board after the 30th
instant, at 4 P.M., will be landed at Con-
signees' risk and expense into the Godowns
of the Hongkong and Kowloon Wharf and
Godown Co., Limited.Consignees of Cargo from SINGAPORE and
PENANG are requested to take IMMEDIATE
DELIVERY of their Goods from alongside,
such Cargo impeding the discharge of the vessel
will be landed and stored at Consignees' risk and
expense.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

DAVID SASSOON & Co., LIMITED,
Agents.

Hongkong, 27th March, 1905.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"SIMLA,"

FROM BOMBAY, COLOMBO AND
STRAITS.Consignees of Cargo by the above-named
vessel are hereby informed that their Goods are
being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
consignment will be sorted out mark by mark,
and delivery can be obtained as soon as the
Goods are landed.

This vessel brings on Cargo:—

From London, &c., ex S.S. Moldavia and

Arabis.

From Australia, ex S.S. Mongolia,

From Calcutta, ex S.S. Somali.

From Persian Gulf, &c., ex B. I. S. N. and

B. & P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless

instructions are given to the contrary before

1 P.M., TO-DAY.

Goods not cleared by the 30th instant, at

4 P.M., will be subject to rent.

No Fire Insurance will be effected by us in

any case whatever.

Damaged Packages must be left in the

Godowns for examination by the Consignees' and

the Company's representative at an

appointed hour.

All claims must be presented within ten
days of the steamer's arrival here after which
date they cannot be recognized.No claims will be admitted after the goods
have left the Godowns.J. S. LEWIS,
Acting Superintendent.

Hongkong, 24th March, 1905.

Intimations.

NOTICE TO SHIPPERS.

THE NIPPON YUSEN KAISHA are

prepared, during suspension of their
Trans-Pacific Service and until further notice,
to BOOK CARGO AND ISSUE BILLS OF LADING
TO SEATTLE, WASH., VICTORIA, B.C., and
PACIFIC COAST PORTS, also to OVER-
LAND POINTS in the UNITED STATES
and CANADA in connection with the GREAT
NORTHERN RAILWAY FROM SEAT-
TLE, as hitherto, by the Steamers of the
NORTHERN PACIFIC S. S. CO., BOSTON
STEAMSHIP and TOWBOAT CO., OCEAN
S. S. CO. and CHINA MUTUAL S. S. CO.For further Particulars, apply at the Com-
pany's Local Branch Office in PRINCE-
BUILDINGS, First Floor, Chater Road.A. S. MI'ARA,
Manager.

Hongkong, 27th March, 1905.

WEISMANN, LTD.

(CAFE WEISMANN.)

THE place par excellence in Hongkong
for Refreshments of all descriptions.

Mails. **MESSAGERIES MARITIMES** FRENCH MAIL STEAMERS.



STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, ADEN, EGYPT, MARSEILLES, LONDON, HAVRE, BORDEAUX, MEDITERRANEAN AND BLACK SEA PORTS.

The S.S. "TOURANE,"

Captain R. Girard, will be despatched for MARSEILLES on TUESDAY, the 4th April, at 1 P.M.

Passage tickets and through Bills of Lading issued for above ports.

Cargo also booked for principal places in Europe.

Next sailings will be as follows:—

S.S. *TOKIN* 18th April.

S.S. *ARMAND BEHIC* ... 2nd May.

S.S. *AUSTRALIE* 16th May.

G. DE CHAMPEAUX,
Agent.

Hongkong, 24th March, 1905. [7]



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.)

THE Steamship

"NUHIA,"

Captain F. N. Tillard, carrying His Majesty's Mails, will be despatched from this for BOMBAY, on SATURDAY, the 8th April, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. *China*, 7,912 tons, from Colombo. Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer, proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed from Bombay by the R.M.S. *Caledonia*, due in London on the 20th May.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to

L. S. LEWIS,

Acting Superintendent.

Hongkong, 25th March, 1905. [2]

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.

BOSTON TOW-BOAT COMPANY.

Connecting at Tacoma with—

NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA, B.C., AND TACOMA, VIA

MOJI, KOBE AND YOKOHAMA.

| Steamers | Tons | Captains | Sailing |
|-----------------|-------|-----------------|------------|
| <i>Platades</i> | 3,753 | F. G. Purington | At Mar. 30 |
| <i>Shawmut</i> | 9,606 | E. V. Roberts | April 13 |
| <i>Tremont</i> | 9,606 | T. W. Garlick | April 21 |
| <i>Lyra</i> | 4,417 | G. V. Williams | May 15 |

† Cargo only.

FOR MANILA.

The largest, steadiest, and most comfortable steamer for Manila.

Tremont..... 9,606 T. W. Garlick, At April 12
Lyra..... 4,417 G. V. Williams, May 3

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE, ELECTRIC LIGHT, DOCTOR AND STEWARD.

The twin-screw s.s. *Shawmut* and *Tremont* are fitted with very superior accommodation for first and second class passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room.

Barber's shop and steam-laundry. Cargo carried in cold storage.

For further information, apply to

DODWELL & CO., LIMITED,

General Agents.

Queen's Buildings.

Hongkong, 18th March, 1905. [8]

BOO CHEONG,

STATIONER AND PAPER MERCHANT,

No. 26 Pottinger Street.

HAS always on hand all varieties of Stationery, Printing and Note Papers, Copying Presses, also Automatic Cyclopedia and Blanks-Duplicator.

Hongkong, 29th February, 1905. [64]

For Sale.

GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT.

\$4.50 per Cask 375 lbs. net ex Factory.

\$2.70 per Bag 250 lbs. net ex Factory.

SHEWAN, TOMES & Co.,

General Managers.

Hongkong, 7th March, 1905. [50]

TUBORG BEER.

A FIRST CLASS PILSENER BEER guaranteed free from Salicylic Acid, and any other Chemicals.

PRICE \$10.50 per case of 48 bottles (quarts) or 6 doz. pints.

Special Prices for Quantities.

Sole Agents:—

SIEMSEN & CO.

Hongkong, 10th January, 1905. [57]

FOR SALE.

INCANDESCENT GASOLINE LAMPS

OF ALL DESCRIPTIONS, from the best makers.

INCANDESCENT MANTLES, CHIMNEYS, GLOBES, SHADES, &c.,

for GASOLINE AND GAS LAMPS

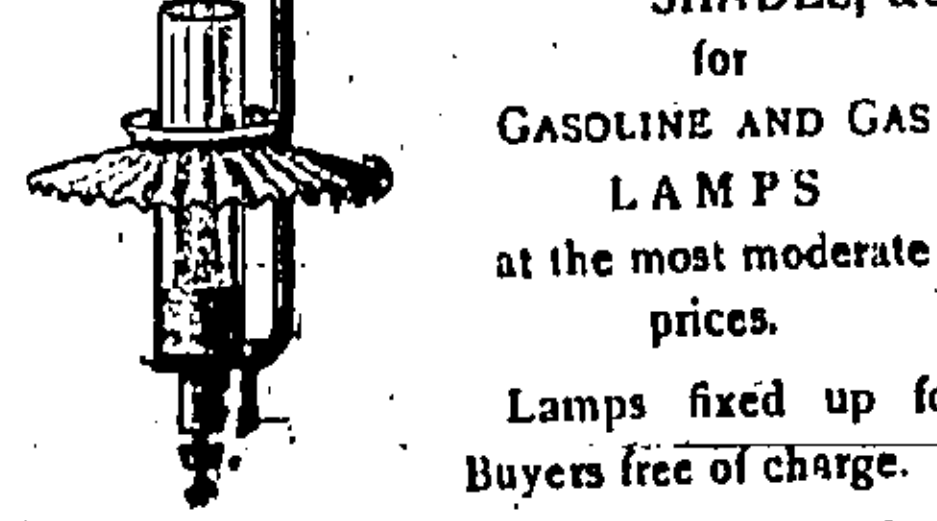
at the most moderate prices.

Lamps fixed up for Buyers free of charge.

Naphtha of the best kind kept in stock.

TAI KWONG CO.

56, Lyndhurst Terrace.



Hongkong, 2nd May, 1904. [54]

To Let.

TO LET.

NO. 3, CANTON VILLAS, KOWLOON.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 25th March, 1905. [41]

TO LET.

A BUILDING at CAUSEWAY BAY, at present in occupation of the Steam Laundry Co., Ltd.

NO. 1, RIFON TERRACE.

A HOUSE in WONG NEI CHONG ROAD.

FLATS in MORETON TERRACE, facing Polo Ground.

OFFICES in course of erection, CONNAUGHT ROAD (near BLAKE PIER).

GODOWNS: PRAYA EAST.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 7th March, 1905. [60]

TO LET.

NO. 1, STEWART TERRACE, THE PEAK.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 26th March, 1904. [70]

TO LET.

SIX FIRST-CLASS EUROPEAN HOUSES in Observatory Road, Tsing Tsai Tsoi, Kowloon.

Each with five spacious well-ventilated living rooms, two bath rooms, kitchen, garden, tennis courts, servants' quarters, water, gas, electric lights and bells.

Moderate Rental. Possession on or about 1st April, 1905.

Apply to—

ARRATTON V. APCAR & Co.,

45, Wyndham Street.

Hongkong, 6th January, 1905. [306]

FURNITURE WAREHOUSE.

LI KWONG LOONG,

CABINET-MAKER AND ART DECORATOR,

from Shanghai, has opened a

FURNITURE STORE

at

No. 45, DES VŒUX ROAD CENTRAL.

The only Shop in Hongkong with this name.

WHERE HIGH-CLASS FURNITURE

of every description can be made to order in any design required.

Has been patronised by the Hongkong Club, Hongkong Hotel, Messrs. A. S. Watson & Co., Ltd., Joint Telegraphs Cos., and other leading Establishments in the Colony, to whom reference may be made as to the Superior Workmanship and Materials of the Furniture, &c., supplied.

Messrs. A. S. Watson & Co., Ltd. write as follows:—

"We have pleasure in stating that Mr. LI KWONG LOONG furnished the Annex to our Dispensary and gave us every satisfaction."

(Sd.) A. S. WATSON & Co., Ltd.

ORDERS punctually attended to, and CHARGES most moderate.

AN INSPECTION INVITED.

Hongkong, 6th December, 1904. [60]

SHARE QUOTATIONS.

Supplied by Messrs. BENJAMIN, KELLY & PORTS. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

| STOCKS. | NO. OF SHARES. | VALUE. | PAID UP. | POSITION AS PER LAST REPORT. | LAST DIVIDEND. | APPROXIMATE RETURN AT CURRENT QUOTATION. | CLOSING QUOTATIONS. | |
|--|-------------------|------------|------------|--|--|--|--|--------------------|
| BANKS. | | | | | | | | |
| Hongkong & Shanghai Banking Corporation | 20,000 | \$125 | \$125 | £1,000,000 \$3,000,000 \$150,000 | \$1,493,408 | Div. of £1.10/- and bonus of £1 @ ex- change 1/11 9/16=\$25.46 for second half-year 1904 | 1 1/2 % London 7/6 10/- \$36 buyers | |
| National Bank of China Limited | 99,925 | £7 | £7 | \$175,533 \$191,973 | \$21,668 | \$2 (London 3/6) for 1903 | 5 1/2 % | |
| MARINE INSURANCES. | | | | | | | | |
| Canton Insurance Office Limited | 10,000 | \$250 | \$50 | \$1,400,000 \$1,739 | \$150,494 | \$17 for 1903 | 4 1/2 % \$285 | |
| China Traders' Insurance Company, Limited | 24,000 | \$83.33 | \$25 | \$950,000 \$151,992 \$362,166 \$371,445 | Nil. | \$4 1/2 for year ended 30.1.1904 | 7 1/2 % \$39 | |
| North China Insurance Company, Limited | 10,000 | £15 | £5 | Tls. 800,000 | Tls. 217,119 | Final of 10/- making £1 for 1903 | 8 % Tls. 95 sellers | |
| Union Insurance Society of Canton, Limited | 10,000 | \$250 | \$100 | \$1,850,000 \$20,000 \$172,749 \$893,119 \$846,773 | \$2,078,097 | \$35 for 1903 | 5 % \$710 sales | |
| Yangtze Insurance Association, Limited | 8,000 | \$100 | \$50 | \$200,000 \$37,704 | \$485,284 | \$12 for 1902 | 7 1/2 % \$60 | |
| FIRE INSURANCES. | | | | | | | | |
| China Fire Insurance Company, Limited | 20,000 | \$100 | \$20 | \$1,000,000 \$125,675 \$2,561 | \$329,047 | \$6 dividend & \$1 bonus for 1903 | 8 1/2 % \$86 sales | |
| Hongkong Fire Insurance Company, Limited | 8,000 | \$250 | \$50 | \$1,205,505 | \$369,372 | \$34 for 1903 | 10 1/2 % \$310 | |
| SHIPPING, TUG AND CARGO BOATS. | | | | | | | | |
| China and Manila Steamship Company, Limited | 30,000 | \$25 | \$25 | \$5,000 | \$8,832 | \$1 for 1904 | 5 % \$21 ex div. | |
| Douglas Steamship Company, Limited | 20,000 | \$50 | \$50 | \$175,000 \$80,915 \$350,000 \$600,000 \$158,444 | Nil. | \$3 for year ended 30.6.1903 | 6 % \$35 | |
| Hongkong, Canton & Mercantile Steamship Co., Ltd. | 50,000 | \$15 | \$15 | \$205,000 \$100,000 \$158,444 | \$2,160 | \$1 for second half-year 1904 | 9 1/2 % \$564 sales | |
| Indo-China Steam Navigation Company, Limited | 60,000 | £10 | £10 | \$205,000 \$100,000 | £5,853 | 10/- for 1903 @ 1/10 5/16=\$5.378 | 4 1/2 % \$122 buyers | |
| Shanghai Tug and Lighter Company, Limited | 200,000 | Tls. 50 | Tls. 50 | Tls. 25,000 \$4,000,000 \$4,116 | Tls. 43,761 | {Tls. 2 1/2 final making Tls. 4 1/2 for 1904 ... Tls. 1 1/2 final making Tls. 3 1/2 for 1904 ... Interim of 1/2 (Coupon No. 5) for 1904 ... | 9 % Tls. 48 Tls. 45 2 1/2 % | |
| "Shell" Transport and Trading Company, Limited | 100,000 | \$10 | \$10 | \$60,000 \$15,000 | \$1,287 | { \$1.80 & b. 40 cts ... \$1.00 & b. 20 cts ... for year ending 30.4.04 | 5 1/2 % \$374 sellers \$29 sellers | |
| "Star" Ferry Company, Limited | 10,000 | \$100 | \$100 | \$400,000 \$21,175 \$130,153 | \$21,731 | \$10 for 1904 | 8 % \$125 | |
| Straits Steamship Company, Limited | 5,000 | T.Tls. 50 | T.Tls. 50 | Tls. 276,679 | Tls. 6,190 | Final of Tls. 1 1/2 making Tls. 3 1/2 for 1904 | 10 1/2 % Tls. 30 sellers | |
| Taku Tug and Lighter Company, Limited | 30,000 | T.Tls. 50 | T.Tls. 50 | \$450,000 \$100,000 Tls. 100,000 | \$12,812 Dr. \$85,987 Tls. 1,535 | Final of \$15 making \$20 for 1904 \$2 for 1897 Tls. 2 1/2 for year ending 30.9.04 | 9 % \$223 sales \$201 sales 4 1/2 % Tls. 55 buyers | |
| REFINERIES. | | | | | | | | |
| China Sugar Refining Company, Limited | 20,000 | \$100 | \$100 | \$450,000 \$100,000 | \$7,820 Dr. \$672,993 | No. 3 of 1/6 50 cents making G. \$1 for 1904 | 5 1/2 % Tls. 7.30 buyers G \$174 sales | |
| Luzon Sugar Refining Company, Limited | 7,000 | Tls. 50 | Tls. 50 | \$100,000 \$1,180 \$1 | Dr. \$4,029 | No. 12 of 1/-=48 cents | ... | \$4 |
| Perak Sugar Cultivation Company, Limited | 7,000 | Tls. 50 | Tls. 50 | \$100,000 \$1,180 \$1 | Dr. \$4,029 | Final of Fcs. 25 making Fcs. 55 for 1903 | ... | \$450 |
| MINING. | | | | | | | | |
| Chinese Engineering and Mining Company, Ltd. | 100,000 | £1 | £1 | \$400,000 \$100,000 | \$7,820 G \$672,993 | No. 3 of 1/6 50 cents making G. \$1 for 1904 | 5 1/2 % Tls. 7.30 buyers G \$174 sales | |
| Oriental Consolidated Mining Company, Limited | 150,000 | £1 | £1 | \$400,000 \$100,000 | \$7,820 G \$672,993 | No. 12 of 1/-=48 cents | ... | \$4 |
| Paub Australian Gold Mining Company, Limited | 50,000 | £1 | £1 | \$400,000 \$100,000 | \$7,820 G \$672,993 | No. 12 of 1/-=48 cents | ... | \$4 |
| SOCIÉTÉ FRANÇAISE DES CHARBONNAGES DU TONKIN. | | | | | | | | |
| Dricks, Wharves & Godowns | 6,000 | \$25 | \$25 | \$70,000 \$18,423 | \$8,577 | \$3.75 for 1904 | 10 1/2 % \$36 sellers | |
| Geo. Fenwick & Co., Limited | 40,000 | \$50 | \$50 | \$100,000 \$100,000 | \$29,422 | Final of \$2 1/2 making \$5 for 1904 | 4 1/2 % \$107 1/2 buyers | |
| HONGKONG & KOWLOON WHARF AND GODOWN CO., LD. | | | | | | | | |
| Hongkong and Whampoa Dock Company, Ltd. | 50,000 | \$50 | \$50 | \$33,500 \$60,000 \$55,500 | \$498,289 | { \$6 dividend and \$1 bonus for 2nd half- year 1904 \$10 div. & \$5 bonus for year end. 30.6.04 \$12 for 1903 \$10 div. and \$2 1/2 bonus for 1903 \$7 dividend Tls. 5 interim for 1904/5 | 6 1/2 % \$205 buyers \$230 buyers \$25 sellers \$220 buyers \$111 | |
| Hawthorn Frigate, Limited | 12,000 | \$100 | \$100 | \$60,000 \$55,500 | \$489 | Interim of Tls. 4 for 1904 | 7 % Tls. 157 1/2 buyers | |
| New Army Dock Company, Limited | 6,000 | \$60 | \$60 | \$150,000 | \$40,936 | \$20 for 2nd half year making \$26 for 1904 | 7 1/2 % \$366 buyers | |
| Riley Hargreaves & Co., Limited | 6,000 | \$100 | \$100 | \$150,000 | \$2,702 | Tls. 18 for 1904 | 10 % Tls. 180 ex div. | |
| S. C. Farnham, Boyd & Co., Limited | 55,200 | Tls. 100 | Tls. 100 | Tls. 900,000 | Tls. 22,895 | \$2 1/2 for year ended 30.6.1904 | 8 % \$31 | |
| Shanghai and Hongkew Wharf Company | 32,000 | Tls. 100 | Tls. 100 | Tls. 487,210 | Tls. 22,895 | Interim of Tls. 4 for 1904 | 7 % Tls. 157 1/2 buyers | |
| Tanjong Pagar Dock Company, Limited | 37,000 | \$100 | \$100 | \$2,100,000 | \$206,645 | \$20 for 2nd half year making \$26 for 1904 | 7 1/2 % \$366 buyers | |
| Yangtze Wharf and Godown Company, Limited | 2,500 | Tls. 100 | Tls. 100 | Tls. 17,500 | Tls. 2,702 | Tls. 18 for 1904 | 10 % Tls. 180 ex div. | |
| LANDS, HOTELS & BUILDING. | | | | | | | | |
| Astor House Hotel Company, Limited (Shanghai) | 30,000 | \$25 | \$25 | none | \$9,089 | \$2 1/2 for year ended 30.6.1904 | 8 % \$31 | |
| Astor House Hotel, Limited (Tientsin) | 2,000 | T.Tls. 50 | T.Tls. 50 | Tls. 41,000 | Tls. 655 | Interim of Tls. 4 | 6 % Tls. 150 sellers | |
| Hongkong Hotel Company, Limited | 12,000 | \$50 | \$50 | \$100,000 \$10,000 | \$3,554 | \$5 for second half-year making \$10 for 1904 | 7 % \$160 ex div. | |
| Hongkong Land Investment and Agency Co., Ltd. | 50,000 | \$100 | \$100 | \$250,000 Tls. 13,088 | \$37,875 Tls. 680 | Final of \$6 making \$12 for 1904 | 9 % \$128 buyers | |
| Hotel des Colonies Company, Limited (Shanghai) | 9,000 | Tls. 25 | Tls. 25 | Tls. 13,088 \$200,994 | Tls. 680 | Tls. 0.87 1/2 for the year ending 31.3.1904 | 4 1/2 % Tls. 10 1/2 buyers | |
| Humphreys Estate & Finance Company, Limited | 150,000 | \$10 | \$10 | \$50,000 \$50,000 | \$11,958 | 90 cents for 1904 | 7 1/2 % \$12 buyers | |
| Kowloon Land and Building Company, Limited | 6,000 | \$50 | \$30 | none | \$377 | \$3 for 1904 | 8 % \$39 buyers | |
| Shanghai Land Investment Company, Limited | 52,000 | Tls. 50 | Tls. 50 | Tls. 828,813 Tls. 170,000 | Tls. 40,666 | { Tls. 3 final and Tls. 2 bonus making Tls. 8 for 1904 Tls. 5 for 1904 Final of Tls. 4 making Tls. 7 for 1901 | 7 1/2 % Tls. 115 sellers Tls. 50 Tls. 125 | |
| Tientsin Hotel des Colonies, Limited | 1,400 | Tls. 50 | Tls. 50 | none | Tls. 670 | Final of Tls. 4 making Tls. 7 for 1901 | 10 % Tls. 12 buyers | |
| Tientsin Land Investment Company, Limited | 7,226 | Tls. 100 | Tls. 100 | Tls. 67,300 | Tls. 725 | Final of Tls. 4 making Tls. 7 for 1901 | 5 1/2 % Tls. 12 buyers | |
| Wei-hai-wei Land and Building Company, Limited | 3,764 | Tls. 25 | Tls. 25 | none | Tls. 5,150 | None | ... | Tls. 12 buyers |
| West Point Building Company, Limited | 12,500 | \$50 | \$50 | none | \$1,247 | Final of \$1.70 making \$3.22 for 1904 | 5 1/2 % \$55 | |
| COTTON MILLS. | | | | | | | | |
| Pwo Cotton Spinning and Weaving Company, Ltd. | 15,000 | Tls. 50 | Tls. 50 | none | Tls. 11,655 | Tls. 4 for year ended 31.10.1903 | 13 % Tls. 31 1/2 | |
| Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited | 125,000 | \$10 | \$10 | none | \$27,852 | 50 cents for the year ending 31.7.04 | 3 % \$16 | |
| International Cotton Manufacturing Company, Ltd. | 10,000 | Tls. 75 | Tls. 75 | Tls. 50,000 Tls. 35,227 | Tls. 13,629 | Interim of 3 % a/c 1898 | ... | Tls. 25 1/2 buyers |
| Loan-kung-mow Cotton Spinning & Weaving Co., Ltd. | 8,000 | Tls. 100 | Tls. 100 | none | Tls. 10,000 | Interim of 4 % a/c 1898 on 6,000 shares | ... | Tls. 30 buyers |
| Soy Chee Cotton Spinning Company, Limited | 2,000 | Tls. 500 | Tls. 500 | Tls. 8,115 | Tls. 22,050 | 4 % for 1897 | ... | Tls. 150 |
| CIGARS AND TOBACCO COS. | | | | | | | | |
| Alhambra, Limited | 300 | \$200 | \$200 | ... | ... | \$125 for year ending 30.6.1900 | ... | \$100 |
| Philippine Company, Limited | 17,500 | \$10 | \$10 | ... | ... | First year | ... | \$91 sellers |
| SHANGHAI-SUMATRA TOBACCO COMPANY, LIMITED. | | | | | | | | |
| MISCELLANEOUS. | | | | | | | | |
| A. S. Watson & Co., Limited | 50,000 | \$10 | \$10 | Tls. 24,820 Tls. 25,000 \$25,000 \$25,000 | Tls. 1,091 | Final of Tls. 6 making Tls. 9 | 1 1/2 % Tls. 66 sales | |
| Anglo-German Brewing Company, Limited | 47,000 | \$100 | \$100 | none | ... | First year | ... | \$115 sales |
| Pell's Asbestos Eastern Agency, Limited | 8,600 | 12/6 | 12/6 | none | £161 | 6d. per share for 1903 | 5 1/2 % \$51 | |
| Campbell, Moore & Co., Limited | 1,200 | \$10 | \$10 | \$5,500 | \$596 | \$5 for 1903 | 7 1/2 % \$39 sellers | |
| Central Stores, Limited | 6,000 | \$15 | \$12 | \$20,000 | \$1,253 | Interim of \$1.20 for 1904 | 11 1/2 % \$100 | |
| Do. (Founders) | 123 | \$15 | \$12 | ... | ... | None | ... | \$74 sales |
| Do. (New Issue) | 24,000 | \$12 | \$12 | none | Nil. | 60 cents for 1903 | 4 1/2 % \$144 sales | |
| China Borneo Company, Limited | 60,000 | Tls. 50 | Tls. 50 | Tls. 50,000 | \$3,740 | Tls. 5 for 1904 | 7 1/2 % Tls. 65 ex div. | |
| China Flour Mill Co., Limited | 4,000 | \$10 | \$10 | none | \$1,581 | None | ... | \$10 |
| China Light and Power Company, Limited | 301,000 | \$10 | \$10 | none | \$1,581 | 80 cents for 1904 | 9 1/2 % \$13 | |
| China Provident Loan & Mortgage Company, Ltd. | 100,000 | \$10 | \$10 | none | ... | \$14 for year ending 31.7.1903 | ... | Tls. 25 sales |
| Dairy Farm Company, Limited | 25,000 | £1 | £1 | none | Dr. Tls. 152,318 | Tls. 5 for 1902 | ... | Tls. 25 sales |
| E. L. Monden, Limited | 7,000 | Tls. 10 | Tls. 10 | none | \$2,706 | \$5 div. and \$2 1/2 bonus for 1903 | 7 1/2 % \$100 | |
| Fraser and Neave, Limited | 4,000 | \$10 | \$10 | \$12,500 | \$9,454 | \$2 for 1904 | 7 1/2 % \$26 sales | |
| Green Island Cement Company, Limited | 10,000 | \$10 | \$10 | \$400,000 | \$9,454 | First year | ... | \$16 sales |
| Do. (New Issue) | 5,000 | \$10 | \$10 | \$25,000 | \$13,104 | Interim of \$1 | 12 % \$25 sales | |
| Hall & Holt, Limited | 21,000 | \$20 | \$20 | \$186,000 £23,100 £3,000 | £7,625 | £1 div. and 2/- bonus for 1903 | 7 1/2 % \$160 buyers | |
| Hongkong & China Gas Company, Limited | 7,000 | £10 | £10 | none | \$1,747 | { \$1.00 ... 50 cents } for year ending 30.4.1904 | 6 1/2 % \$16 buyers | |
| Hongkong Electric Company, Limited | 30,000 | \$10 | \$10 | none | \$1,747 | \$1 for year ending 30.1.1904 | 7 1/2 % \$200 buyers | |
| Hongkong High-Level Tramways Company, Ltd. | 1,250 | \$100 | \$100 | \$50,000 | \$5,356 | Final of \$13 making \$17 for 1904 | 7 % \$245 | |
| Hongkong Ice Company, Limited | 5,000 | \$25 | \$25 | \$50,000 | \$8,395 | \$10 for 1903 | 6 1/2 % \$155 | |
| Hongkong Rope Manufacturing Company, Ltd. | 1,000 | \$50 | \$50 | \$50,000 | \$299 | Final of 70 cts. and 50 cts. bonus making \$1.20 for the year ended 30.9.04 | 10 % \$19 | |
| Hongkong Steam Waterboat Company, Limited | 15,000 | \$10 | \$10 | \$2,500 | \$299 | \$8 for 1901 | 6 % \$135 buyers | |
| Kaiz Brothers, Limited | 1,000 | \$100 | \$100 | \$475,000 | \$4,400 | Interim of \$5 | 8 % \$73 buyers | |
| Lane, Crawford & Co., Limited (Shanghai) | 2,500 | \$100 | \$100 | Tls. 528,210 Tls. 19,465 | \$21,582 | \$1 quarterly of Tls. 7 1/2 paid 15.3.05 | 12 % Tls. 247 1/2 sellers | |
| Maatschappij tot Mijn. Bosch en Landbouw- plaat in Langkat, Limited | 25,000 | Gs. 100 | Gs. 100 | none | Tls. 35,849 | \$2 for year ended 31.10.1904 | 9 % \$23 sales | |
| Maynard and Company, Limited | 3,400 | \$10 | \$10 | none | ... | Final of \$3 making \$5 for the year ending 30.6.04 | 9 % \$55 sales | |
| S. Moutrie & Company, Limited | 4,000 | \$50 | \$50 | \$1,000 | \$832 | None | ... | \$50 |
| Shanghai & Hongkong Dyeing and Cleaning Co., Ltd. | 1,200 | \$50 | \$50 | None | Dr. \$5,537 | Final of Tls. 5 making Tls. 14 for 1904 | 7 1/2 % Tls. 112 sales | |
| Shanghai Gas Company, Limited | 16,000 | Tls. 50 | Tls. 50 | Tls. 145,000 Tls. 108,172 | Tls. 8,011 | Tls. 5 for 1903 | 5 1/2 % Tls. 88 sales | |
| Shanghai Horse Bazaar Company, Limited | 5,400 | Tls. 50 | Tls. 50 | Tls. 45,000 | Tls. 10,247 | Final of Tls. 8 making Tls. 14 for 1904 | 9 1/2 % Tls. 155 sales | |
| Shanghai Pulp and Paper Company, Limited | 4,500 | Tls. 100 | Tls. 100 | Tls. 25,000 | Tls. 6,978 | Interim of 15/- for 1904 | 6 % Tls. 430 buyers | |
| Shanghai Waterworks Company, Limited | 7,172 | £20 | £20 | Tls. 120,000 | Tls. 7,369 | \$64 for year ended 31.7.1904 | 8 % \$23 sales | |
| Singapore Dispensary, Limited | 6,000 | \$25 | \$25 | none | Dr. \$39,020 | None | ... | \$7 buyers |
| South China Morning Post, Limited | 6,000 | \$25 | \$25 | none | ... | \$60 cents for year ended 31.5.04 | 10 % \$100 sales | |
| Steam Laundry Company, Limited | 5,000 | \$5 | \$5 | none | \$3,644 | First year | ... | \$41 sales |
| Straits Ice Company, Limited | 10,000 | \$100 | \$100 | \$15,000 \$50,000 | \$700 | \$10 for second half year 1904 | 10 % \$100 sales | |
| Straits Trading Company, Limited | 250,000 | \$10 | \$10 | \$250,000 \$50,000 | \$84,813 | \$10 for 1904 | 6 1/2 % \$414 sales | |
| Tientsin Native City Waterworks Company, Ltd. | 2,041 | Tls. 100 | Tls. 100 | none | Tls. 2,035 | Final of Tls. 4 making Tls. 8 for 1903/4 | 6 1/2 % T.Tls. 110 | |
| Tientsin Waterworks Company, Limited | 2,000 | T.Tls. 100 | T.Tls. 100 | Tls. 15,259 | Tls. 5,211 | \$20 cents for year ended 31.5.1904 | 9 1/2 % T.Tls. 115 | |
| United Asbestos Oriental Agency, Limited | 9,000 | \$10 | \$10 | \$20,000 | \$480 | { \$20 ... \$20 } for year ended 31.5.1904 | 10 1/2 % \$180 buyers | |
| Do. (Founders) | 100 | \$10 | \$10 | ... | ... | Final of 70 cents making \$1.20 for the year ending 30.6.1904 | 9 1/2 % \$224 sales | |
| William Powell, Limited | 15,000 | \$10 | \$10 | \$3,000 | \$588 | ... | ... | \$224 sales |